MICROFILM

START OF ROLL

ROLL NO. 8

CONSTRUCTION CONTRACTS

Begins with contract # 1065

CONTRACT#1065,

PR 139-A Hilgard-LaGrande 1929-1931

1065

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

139-A

FIELD ENGINEER'S WEEKLY REPORT

Date LAGRANDE 7/15, 1931

Job name 31 BC HILGARD-LAGRANDE SEC. 2

Week from JULY 13 to JULY 15 INC

Highway OLD ORE TRAIL

Mail address LA GRANDE

County UNION Job prefix 139A

Telegraph or telephone address LA GRANDE HOTEL

Express and freight address SAME

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

JOB COMPLETED TO STA 0+00 EXCEPTION OF 2ND SEAL JULY 14TH.

ORDERED BY DIV. ENGR. SMITH TO PROCEED AT ONCE TO VALE, ORE. AND TAKE CHARGE OF ROAD MIX JOB- LANCASTER-VALE SECTION. NO 3.

FLOYD MICHAEL - TIMEKEEPER - DISCHARGED. FOR GROSS INSUBORDINATION AND FAILURE TO DISCHARGE DUTIES.

RECEIVED
JUL 21 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed C. H. Smith

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 6.37

Miles paving completed 6.37

Total square yards in project 66508.8

Square yards completed to date 66508.8

Average daily square yards this week 4214

Miles shoulders completed both sides —

Contractor's average force for week 35 *men,*

— *teams,* 7 *trucks*

Job will be completed about July 14 Completed

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 31 BC 139A *Percentage* 50%
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

orm PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 41+34.0 near Hilgard, and survey station 356+32.0 at the north city limits of La Grande (excepting therefrom Perry Overcrossing between stations 143+91 and 147, Bridge No. 693 between stations 201+45 and 202+89.5, and Oro Dell Overcrossing between stations 311+23 and 314+55, an aggregate distance of 0.149 of a mile) locally known as the Old Oregon Trail between Pendleton, La Grande and Ontario, Union County, and designated in the records of this Department as Project No. Emergency Federal Aid Section A, 139-A, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $76,043.00 in lieu of the $52,784.10 approved by Certificate of January 25, 1930 as the total estimated cost of said project, and the sum of $43,818.39 Section A of as the share of the United States, payable under said acts on account of such project, which does not exceed Section A of authorized Federal pro rata share per cent of said total estimated cost.

Done at the city of Washington, this 2nd day of June one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4829

PR 139-a

April 21, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request of Mr. Davis by telephone, we are enclosing herewith six copies of the standard rental schedule for oiling equipment which has been revised to show the rental rate of a water tank. These copies are to be substituted for those which were previously sent to support the analysis of cost for state force oiling on the Hilgard-La Grande Section, Project No. 139-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/er.

encl.

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Water Tank	5000	5	200	5.00	3.00	8.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P. Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

PR 139-A

April 30, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We are enclosing herewith six copies of estimate as basis for revised agreement for the Hilgard-La Grande Section, Project No. 139-A. This estimate has been corrected to show the unit price for oiling by state forces as 11½ cents instead of 7 cents as shown on the estimate previously submitted.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Emergency Project No. 139-A

HILGARD-LA GRANDE SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate as basis for Revised Agreement. Based on low bid prices.)

Salem, Oregon, April 20, 1931.

Resurfacing				
3,800 cu. yds.	Base Course Resurfacing	$1.68	Low Bid	$6,758.00
900 cu. yds.	Top Course Resurfacing	1.88	" "	1,692.00
6,400 cu. yds.	Base Course Resurfacing (Supplemental)	1.70	Agreed	10,880.00
2,500 cu. yds.	Top Course Resurfacing (Supplemental)	1.70	"	4,250.00
1,000 cu. yds.	Earth Filler	0.30	Low Bid	300.00
8,000 yd. mls.	Filler Haul	0.10	" "	800.00
64,000 sq. yds.	Oiling (State forces)	0.115	Agreed	7,360.00
64,000 sq. yds.	Sprinkling	0.05	Agreed	3,200.00
				$54,990.00

Bituminous Macadam Aggregate

3,150 cu. yds.	Grade "A" Matls. in Stock Pile	$1.25	Low Bid$	3,937.50
1,570 cu. yds.	Grade "B" Matls. in Stock Pile	1.25	" "	1,962.50
760 cu. yds.	Grade "C" Matls. in Stock Pile	1.25	" "	950.00
1,000 cu. yds.	Grade "D" Matls. in Stock Pile	1.25	" "	1,250.00
120 cu. yds.	Screenings	--		--
				$ 8,100.00

Sub-total, Post Road Portion	$43,090.00
10% Engr. & Cont.	4,309.00
Total, Post Road Portion	$47,399.00

Construction of Bituminous Macadam Wearing Surface

8.0 miles	Preparation of Base	$50.00	$ 400.00
8,800 cu. yds.	Placing Mineral Aggregate	1.30	8,580.00
12,000 yd. mls.	Hauling Mineral Aggregate	0.20	2,400.00
480 tons	Asphalt in Place	28.50	13,680.00
1,200 cu. yds.	Gravel Shoulders	0.50	600.00
2,400 yd. mls.	Hauling Shoulder Material	0.20	480.00

Sub-total (Emerg. Fund Portion)	$26,040.00
10% Engr. & Cont.	2,604.00
Total (Emerg. Fund Portion)	$28,644.00
Sub-total (all work)	$69,130.00
10% Engr. & Cont.	6,913.00
Total (all work)	$76,043.00

Length of Project, including structures 0.176 miles
Length of 5 structures 0.149
Length of Project, Net 0.027

Cost per mile, $12,617.05
Estimated percentage of work to be completed on Sept. 1, 1931 - 100%

SUMMARY

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds
Post Road Portion	$47,[illegible].00	$29,486.39	$ --	$17,902.61
Emergency Funds Portion	28,844.00	14,322.00	14,522.00	--
Totals	$76,048.00	$43,810.39	$ 14,522.00	$17,902.61

State funds for construction: Chapter 175, Laws 1917; Chapter 81, Laws 1929.
State funds for maintenance: Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the voucher on Oregon Federal Aid Project No. 139-A for the period from July 12, 1930 to November 21, 1930, in the amount of $4,657.45.

The unit price per square yard for oiling by State Forces as claimed on this voucher is $.115. Your estimate as basis for revised agreement dated April 9, 1931, shows an agreed price of $.07 per square yard for oiling by State Forces. Our files contain supporting cost data for the price of $.115 per square yard. Also the substitute estimate dated August 29, 1930, shows this price but that estimate has never been approved.

If you wish to receive the price of $.115 per square yard for oiling, it will be necessary for you to revise your estimate as basis for revised project agreement to show this unit price. On the assumption that you will so desire, we are returning herewith all copies of the estimate dated April 9, 1931.

We shall hold the voucher in this office until this detail is settled.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
APR 1 [illegible] 1931
OREGON
STATE HIGHWAY COMMISSION

PR 139a

April 10, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate on basis for revised agreement, covering the Hilgard-La Grande Section,

Project No. 139-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Rush/EL.

encl.

Oregon State Highway Department — Emergency Project No. 198-A

MOLALLA-LA GRANDE SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate as basis for Revised Agreement. Based on low bid prices.)

Salem, Oregon, April 9, 1931.

Resurfacing

2,800 cu. yds.	Base Course Resurfacing		$1.80	Low Bid	$5,705.00
900 " "	Top "	"	1.80	" "	1,602.00
8,400 " "	Base "	" (Supplemental)	1.70	Agreed	10,880.00
2,500 " "	Top "	" (")	1.70	"	4,250.00
1,500 " "	Earth Filler		0.20	Low Bid	300.00
5,000 yds. mls.	Filler Haul		0.10	" "	500.00
64,000 sq. yds.	Oiling (State forces)		0.07	Agreed	4,480.00
64,000 " "	Sprinkling		0.05	"	3,200.00
					$32,110.00

Bituminous Macadam

Aggregate

3,150 cu. yds.	Grade "A" Mat'ls. in Stock Pile		$1.25	Low Bid	$ 3,937.50
1,570 " "	" "B" " " " " "		1.25	" "	1,962.50
760 " "	" "C" " " " " "		1.25	" "	950.00
1,000 " "	" "D" " " " " "		1.25	" "	1,250.00
120 " "	Screenings		--		--
					$ 8,100.00

Sub-total, Post Road Portion	$40,210.00
10% Engr. & Cont.	4,021.00
Total, Post Road Portion	$44,231.00

Construction of Bituminous Macadam Wearing Surface

6.0 miles	Preparation of Base	$60.00	$ 360.00
8,000 cu. yds.	Placing Mineral Aggregate	1.30	8,500.00
12,000 yd. mls.	Hauling Mineral Aggregate	0.20	2,400.00
480 tons	Asphalt in Place	28.50	13,680.00
1,200 cu. yds.	Gravel Shoulders	0.50	600.00
2,400 yd. mls.	Hauling Shoulder Material	0.20	480.00

Sub-total (Emerg. Fund Portion)	$25,940.00
10% Engr. & Cont.	2,594.00
Total (Emerg. Fund Portion)	$28,534.00
Sub-total (all work)	$69,250.00
12% Engr. & Cont.	8,625.00
Total (all work)	$72,875.00

Length of Project, including structures 6.176 miles
Length of 2 structures 0.149 "
Length of Project, Net 6.027 "

Cost per mile, $12,001.42
Estimated percentage of work to be completed on Sept. 1, 1931 - 10%

SUMMARY

Item	Total Cost	Federal Aid	Emergency relief Funds	State Funds
Post Road Portion	$ 44,231.00	$ 27,524.96	$ --	$ 16,706.04
Emergency Funds Portion	28,044.00	14,322.00	14,322.00	--
Totals	$ 72,275.00	$ 41,846.96	$ 14,322.00	$ 16,706.04

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1930.
State funds for maintenance: Chapter 41, Laws 1927.

April 8, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of an analysis of sand, covering oil treatment on the Hilgard-La Grande Section, Project No. 110-A. This analysis has been prepared in accordance with the sample copy which was sent to us from your office.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prybert,
Office Engineer.

Dict. by J. H. Hoch/EH.
encls.

HILGARD-LA GRANDE SECTION

Project No. 132-A

(Analysis of Cost) for Oil Surface Treatment)

(1) **Asphaltic Oil**

Source	Richmond	
Delivery	La Grande	
Cost at Source		.0641 per gal.
Freight		.0214 " "
	Total	$.0855 per gal.

Cost per sq. yd. for oil, - 0.45 gal. at $0.0855 = $0.037

(2) **Aggregate per sq. yd.**

.0048 cu. yd. at $1.25 $ .037

(3) **Handling**

Gasoline, oil and grease	$ 130.00	per	day
Fuel oil for boiler and retort	15.00	"	"
	$ 145.00	"	"

(4) **Labor**

1 Superintendent	$ 10.00	"	"
1 Foreman	8.00	"	"
1 Time Keeper	5.00	"	"
1 Retort Operator	8.00	"	"
1 Boiler Operator	7.00	"	"
3 Grader Operators at $6.75	20.25	"	"
2 Distributor Men at $9.00	18.00	"	"
1 Tender Truck Operator	8.00	"	"
2 Rollermen	12.00	"	"
2 Flagmen	10.00	"	"
1 Pilot Car Operator	8.00	"	"
2 Loader Operators at $6.75	13.50	"	"
4 Laborers at Loader at $5.00	20.00	"	"
4 Dump Truck Drivers at $6.00	24.00	"	"
3 Light Truck Drivers at $6.00	18.00	"	"
2 Tractor Operators at $6.00	12.00	"	"
10 Laborers at $4.00	40.00	"	"
1 Truck Driver	6.00	"	"
	$244.75	"	"

(5) **Equipment Rental**

3 Ford Cars at $1.25	$ 3.75	per	day
1 Oil Distributor	25.00	"	"
1 Oil Tender Truck	11.00	"	"
1 Water Truck	8.00	"	"

(8) Equipment Rental - Continued

1 Roller, 2 Shifts at $5.00	$10.00	per	day
1 Rotart	11.00	"	"
2 Motor Patrols at $5.25	10.50	"	"
2 Rollers at $10.00	20.00	"	"
1 10' Grader	5.00	"	"
2 Tractors at $4.00	8.00	"	"
2 Sweepers at $5.00	10.00	"	"
1 Hough Loader	15.00	"	"
1 Special Loader	10.00	"	"
4 2-1/2 Ton Dump Trucks at $11.00	44.00	"	"
3 Light Trucks at $2.50	7.50	"	"
1 2-Ton F.W.D.	7.00	"	"
1 Fuel Trailer	2.00	"	"
1 Water Trailer	2.50	"	"
	$208.00	"	"

Total Cost for Equipment, Labor and Supplies $297.75 " "

Estimated daily run 12,000 sq. yds. per day
cost per sq. yard $ 0.02

Total estimated cost per sq. yd. $ .114

(Used) $ .118

STATE OF OREGON

HIGHWAY DEPARTMENT

STANDARD RENTAL SCHEDULE FOR OILING EQUIPMENT

Cars	Average Cost	Av. Yrs. Life	Days Worked per Year	Depreciation	Tires Overhaul & Repairs	Rental Rate
Fords & Chevrolets	$ 700	3	300	$0.75	$0.50	$1.25
Trucks						
Fords & Chevrolets	1000	3	220	1.50	1.00	2.50
2 Ton F.W.D.	4300	5	200	4.30	3.20	7.50
3-1/2 Ton F.W.D.	6300	5	170	7.50	5.00	12.50
3-1/2 Ton Dump Trucks, Federals, etc.	4600	4	150	7.50	3.50	11.00
Oil Tenders; Liberty	8000	5	140	12.00	8.00	20.00
Oilers F.W.D. 6 Ton	10500	6	120	14.50	10.50	25.00
Tractors						
Fordson	1300	5	155	1.70	1.30	3.00
McCormick-Deering	1450	5	160	1.80	1.70	3.50
60-Caterpillar	5800	4	160	9.00	6.00	15.00
Graders						
All Makes 10' Moldboard	1400	4	200	1.75	0.25	2.00
All Makes 12' Moldboard	2000	4	200	2.50	1.00	3.50
Adams 8' Scarifier	2000	4	200	2.50	1.00	3.50
All Makes Motorized Units without power	1400	4	200	1.75	0.50	2.25
Trailers						
Flat Bed 6 Ton Drop Frame	1300	7	50	3.75	2.75	6.50
" " 10 " " "	2000	7	50	5.75	4.25	10.00
Water Tank	900	7	100	1.25	1.00	2.25
Fuel Tank Insulated	1000	7	100	1.50	1.00	2.50
Oil Tank Insulated Tender	1700	7	100	2.50	2.50	5.00
Miscellaneous Equipment						
Boilers 20 H.P. Portable	2700	5	160	3.40	1.60	5.00
Retort Portable	2800	4	120	6.00	5.00	11.00
Loaders Mogul	4800	5	100	9.50	5.50	15.00
Loaders Special	2500	5	70	7.00	3.00	10.00
Shovel 1/4-3/8 yards	5400	3	160	11.25	3.75	15.00
" 1/2 yard	8200	4	160	12.75	4.75	17.50
Sweepers	900	5	60	3.00	2.00	5.00
Rollers 10 Ton Gas	4300	5	120	7.50	2.50	10.00
" 6 " "	3000	5	120	5.00	2.50	7.50
Disc Harrow	150	1	100	1.50	0.50	2.00

PR 139a

March 26, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications for constructing bituminous macadam wearing surface on the Milgard-La Grande Section, Emergency Project No. 139-A.

Five blueprint copies of Sheet No. 2 of the plans, which has been revised, are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. H. Freberg,
Office Engineer.

Dict. by J. W. Nash/EH.

enc.

Oregon State Highway Department — Emergency Fund Project No. 130-A

RELOCATED GRADE SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate with Minimum standard specifications. Not on basis for revised agreement).

Salem, Oregon, March 26, 1931.

Resurfacing

3,000 cu. yds.	Base Course Resurfacing		$1.05	Low Bid	$ 3,150.00
900 " "	Top " "		1.80	" "	1,620.00
6,400 " "	Base " "	(Supplemental)	1.70	Agreed	10,880.00
2,500 " "	Top " "	(")	1.70	"	4,250.00
1,500 " "	Earth Filler		0.20	Low Bid	300.00
3,000 yd. mls.	Filler Haul		0.10	" "	300.00
64,000 sq. yds.	Oiling (State forces)		0.07	Agreed	4,480.00
64,000 " "	Sprinkling		0.05	"	3,200.00
					$28,110.00

Bituminous Wearing Aggregate

3,150 cu. yds.	Grade "A" Materials in Stock Pile		$1.25	Low Bid	$ 3,937.50
1,570 " "	" "B" " " " "		1.25	" "	1,962.50
720 " "	" "C" " " " "		1.25	" "	900.00
1,000 " "	" "D" " " " "		1.25	" "	1,250.00
150 " "	Screenings		--		--
					$ 8,100.00

Sub-total, Post Road Portion	$40,210.00
10% Engr. & Cont.	4,021.00
Total, Post Road Portion	$ 44,231.00

Construction of Bit. Mac. Wearing Surface

6.0 miles	Preparation of Base	$50.00	$ 300.00
6,600 cu.yds.	Placing Mineral Aggregate	1.25	8,250.00
12,000 yd. mls.	Hauling " "	0.25	3,000.00
480 tons	Asphalt in Place	32.00	15,360.00
1,200 cu. yds.	Gravel Shoulders	0.50	600.00
2,400 yd. mls.	Hauling Shoulder Materials	0.25	600.00

Sub-total, Emerg. Fund Portion	$28,110.00
10% Engr. and Cont.	2,811.00
Total, Emerg. Fund Portion	$30,921.00
Sub-total (all work)	$68,340.00
10% Engr. & Cont.	6,832.00
Total (all work)	$75,172.00

Length of Project, including structures 0.176 miles
Length of 5 structures 700.5 ft. 0.140 "
Length of Project, net 0.037 "
Cost per mile $12,460.28
Estimated per cent of work complete on Sept. 1, 1951 100%

SUMMARY

Item	Total Cost	Federal Aid	Emergency Advance Fund	State Fund
Post Road Portion	$44,231.00	$27,524.96 (62.22%)	$ - -	$ 16,706.04
Emergency Fund Portion	30,930.00	15,460.52 (50%)	15,460.52	- -
Totals	$75,158.00	$42,985.48	$15,460.52	$ 16,706.04

#1065
31PE
RW 139a

March 23, 1931

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1065 for the construction of the Hilgard-La Grande Section of the Old Oregon Trail in Union County has been completed by the contractor, Clyde K. Seitz, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 2, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract and which will include the final payment will be $40,548.70.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

PR 1394

Form 39—E-16702—3M—5-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer 27

SEC. 2 139A

Date LA GRANDE JUNE, 1931

Job name 31-BC-Hilgard To LaGrande

Week from JUNE 24 to JUNE 27 INC

Mail address LAGRANDE - DIV OFFICE

Highway Old Ore Trail

Telegraph or telephone address LAGRANDE HOTEL Room 324

County UNION Job prefix 139A

Express and freight address LAGRANDE

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

INSTRUCTIONS TO LAY BITUMINOUS MACADAM TYPE B T - SPECIFICATIONS FOR O/L CHANGES ON BASE FROM .7 TO .8 - FIRST SPREAD MADE AT .85 TO 1

C/OE BEAM - ROCK CHECKER REPLACED BY ARTHUR O'ROURKE.

T. A. GREEN ROCK CHECKER ADDED TO PERSONNEL.

INSTRUCTIONS FROM DIV. ENGR. TO EXTEND MACADAM FROM CITY LIMITS TO INTERSECTION OF ADAMS AVE. DIST. 1406' AND TO KEEP SEPARATELY IN ACCOUNTS.

WEATHER HOT - WORK WILL PROCEED MORE RAPIDLY NEXT WEEK.

RECEIVED
JUN 29 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed

Title R.S. Engr.

OF — MY

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 6.3 FINAL CUT

Miles paving completed 1.5

Total square yards in project 66 5 6 8

Square yards completed to date [illegible]

Average daily square yards this week [illegible]

Miles shoulders completed both sides [illegible]

Contractor's average force for week 30 *men,*

..... *teams,* 7 *trucks*

Job will be completed about [illegible]

Number men in Engineering Party 5

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—E-18500—6300—2-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date March 7, 1931

Job name Hilgard-La Grande Re-surfacing

Week from Mar. 1st to Mar. 8th

Mail address La Grande, Ore.

Highway Old Oregon Trail

Telegraph or telephone address

County Union Job prefix 31 P.E.

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Have worked on this section approximately two days this week, completing the various records and making up the final estimate.

(See back of this sheet for instructions and detailed information.)

Signed Jos. G. Doke

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party ..... 2 .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 31 P.E. *Percentage* 30 %
2. 31 P.F. *Percentage* 70 %
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 139a

September 15, 1933.

Mr. E. E. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P.O. Box 3900,
Portland, Oregon.

Dear Sir:

As requested in your letter of September 8th, we are sending herewith revised cost analysis for the oil surface treatment work and the sprinkling work to be done by State forces on the Hilgard-La Grande Section, Federal Aid Project No. 139-A.

Very truly yours,

ROY A. KLEE,
State Highway Engineer,

By

D. M. Probert,
Office Engineer.

DMP:ER
Encl.

COST ANALYSES

Milgrd - La Grande Section

Federal Aid Project No. 139-A

OIL SURFACE TREATMENT:

No. 5 Road Oil (0.45 gal. at $.063)	$0.037 per sq. yd.
Rock (.0215 cu. yd. at $1.50)	.025 " " "
Heating, loading, hauling and applying oil	.009 " " "
Loading, hauling, spreading and rolling rock	.009 " " "
Preparation of base	.008 " " "
Equipment Rental	.015 " " "
Moving and setting-up	.008 " " "
Traffic control	.002 " " "
Supervision	.005 " " "
Total.....	$0.115 per sq. yd.

SPRINKLING:

	Per Eight hour Day	Per M.-Gal.	Per Sq. Yd.
Equipment Rental	$ 8.00	$0.80	0.012
Gas, Oil, Grease	7.50	0.85	0.016
Labor	6.00	0.87	0.014
Superintendence	1.00	[illegible]	0.002
	$ 22.50	$ 2.50	$ 0.050

It is estimated that a sprinkling truck will deliver from 8 to 10 M.Gals. per day and that water for the resurfacing will be required at a rate of about 20 gals. per square yard.

Salem, Oregon,
September 12, 1930.

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

September 8, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to previous correspondence concerning the revised estimate for Oregon F.A.P. 139-Section A.

We have been advised that it will be necessary that cost analysis be prepared for the Oiling of Macadam Base, showing Equipment Rental as a separate item. We request that you submit such an analysis at your early convenience in order that approval of this project may follow at an early date.

Inasmuch as cost data for the sprinkling work were not included with the previous estimate, it will be necessary that this matter be covered as well.

Very truly yours,

W. H. LYNCH
District Engineer.

COST ANALYSIS

HILGARD - LA GRANDE SECTION

FEDERAL AID PROJECT NO. 180-A

OIL SURFACE TREATMENT:

No. 3 Road Oil (0.45 gal. at $.853)	$0.037	per sq. yd.
Rock (.0215 cu. yd. at $1.50)	.033	" " "
Heating, loading, hauling and applying oil	~~.014~~ .009	" " "
Loading, hauling, spreading and rolling rock	~~.013~~ .009	" " "
Preparation of base	~~.013~~ .001	" " "
Equipment Rental	.013	
Moving and setting-up	.002	" " "
Traffic control	.002	" " "
Supervision	.002	" " "
Total.....	$0.115	per sq. yd.

SPECIFICATION FOR OILING OF MACADAM BASE

Hilgard - La Grande Section

Federal Aid Proj. No 139-A

1. Description:- As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width:- 18 feet with extra width as required.

3. Size of Aggregates:- Grade "B" - 1 inch to 1/2 inch
Grade "A" - 1/2 inch to 1/8 inch

4. Oil:- No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:-

a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

c. Apply No. 3 oil at a rate of one-fifth gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

d. Spread Grade "B" Rock, .0125 cubic yards per square yard. Blade, broom and roll.

e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, one-quarter gallon per square yard.

f. Spread Grade "A" Rock, .009 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray:- The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects:- Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

EE

EE-A

May 18, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications for constructing bituminous macadam wearing surface on the Hilgard-LaGrande Section of the Old Oregon Trail, Project No. 139-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. K. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures

Oregon State Highway Department — Project No. 138-A

HILGARD-LaGRANDE SECTION OF THE OLD OREGON TRAIL

IN UNION COUNTY

(Estimate with specifications for constructing Bituminous macadam wearing surface. Not as basis for modified agreement.)

Salem, Oregon, May 19, 1930.

6.0 Miles	Preparation of Base	$ 150.00	$ 900.00
7,200 cu.yds	Placing Min. Aggregate	1.25	9,000.00
5,300 cu.yds	Hauling Min. Aggregate	.25	1,325.00
425 tons	Asphalt in Place	30.00	12,750.00
140 M-Gal.	Sprinkling	2.00	350.00
	Sub-total		$ 24,325.00
	10% Engr. & Cont.		2,432.50
	Total		$ 26,757.50

Length of Project (including structures). 6.170 miles

Length of 3 structures (non-participating) 0.140 "

Length of Project (excluding structures) 6.027 "

Cost per mile $4,439.00

State Funds Available	$ 10,106.31	
Federal Aid Requested	16,651.19	(62.23%)
	$ 26,757.50	

96 96 PR 139a

February 15, 1950

Hon. H. S. Lougheed
Minister of Public Works
Victoria, B. C.
Canada

Dear Sir:

This letter is to acknowledge receipt of and thank you for a copy of your report for the fiscal year 1928-1929, which has just been received.

Your courtesy in remembering us with this copy is appreciated, and we anticipate much pleasure in reading it thoroughly as time permits.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

February 18, 1930

American Surety Co. of N. Y.
500 Yeon Building
Portland, Oregon

Attention Mr. W. J. Lyons, Mgr.

Gentlemen:

Replying to your inquiry of the 11th inst. concerning the contract awarded to Clyde R. Seits for the resurfacing of the Hilgard-La Grande Section of the Old Oregon Trail, wish to say that our records show that this project was 28% complete on January 11, 1930.

Up to that time we had paid Mr. Seits the sum of $9,797.47. Our retained percentage is $1,538.05.

Very truly yours

ROY A. KLEIN
State Highway Engineer

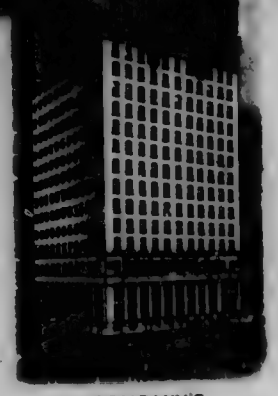
By

H. B. Glaisyer
Chief Clerk

HBG:KF

#1065

American Surety Company
of New York



COMPANY'S
HOME OFFICE BUILDING

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD

R. R. BROWN
PRESIDENT

A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON

500-501-502 YEON BUILDING

TELEPHONE BEACON 6093

PORTLAND, ORE.,
February 11th, 1930

Re: 983576-B Clyde R. Seitz for the resurfacing of the Hilgard-La Grande Section of the Old Oregon Trail in Union County - Contract No.1065

Mr. Roy A. Klein,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:-

We would thank you very kindly to give us the present status of the contract for which the above bond was written.

We would appreciate your advising if the contract is completed, amount paid contractor, etc.

Yours very truly,

ANSWERED
H. B. G.

W. J. LYONS
MANAGER

WJL:FM

RECEIVED
OREGON

66 66 P11-90

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P.No. 139-A

Post Office Building
Portland, Oregon.

February 7, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

RECEIVED
FEB 8 1930
OREGON
STATE HIGHWAY COMMISSION

Auf. 5189

Federal Aid Project No. 139, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 23, 1929, by the State Highway Commission of Oregon, and on May 8, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 139, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans and estimates approved for said Section A to provide for increased quantities of base course resurfacing, top course resurfacing, and other items found necessary during construction; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $61,358.00 to $84,821.00, and that the Federal funds approved and set aside to the credit of said Section A be increased from $38,183.08 to $52,784.10:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans and estimates approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of fifty-two thousand, seven hundred eighty-four and 10/100 dollars ($52,784.10) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-two thousand, seven hundred eighty-four and 10/100 dollars ($52,784.10), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-four thousand, eight hundred twenty-one and 00/100 dollars ($84,821.00), the approved total estimated cost of Section A of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 7th day of January, 1930, and the Secretary of Agriculture on the 25th day of January, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 139, Section A.

FOR AUTHORITY OF STATE HIGHWAY DEPARTMENT TO EXECUTE AGREEMENTS SEE PROJECT NO. 112.

FORM S-9 82343 2800 1-27

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MA[illegible]E, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
October
16th
1929

Mr. H. G. Smith
Division Engineer
La Grande, Oregon

Dear Sir:

Regarding the resurfacing of that portion of the Hilgard-La Grande section within the city limits of La Grande and confirming my phone call of today.

Please arrange to have the city furnish this office with a copy of the minutes setting forth the fact that they have went on record to request the Highway Commission to do this work and to reimburse them for the expense on demand. In addition to this, request the city officials to write a letter to the Highway Commission requesting the commission to do this work and stating that they will pay for the same when it is completed.

With regard to Seitz's request for increased price by reason of increased haul, advise that we have no objection to paying him the additional money to reimburse him for the additional haul and that a price agreement shall be drawn up to confirm this feature. Please check carefully the average price with the increased haul so that there will be no error in regard thereto.

Please write to the city officials giving them an estimate of the cost of performing this work based on the amended price that we will have to pay Seitz and make sure that they understand what the payment will be so there will be no misunderstanding later on. In making up the estimate for the performance of this work, please add a reasonable sum for contingencies. After all these matters have been attended to and you have forwarded the data requested to Mr. Probert's office, you may allow Seitz to proceed with this work.

Yours truly,

R. H. Baldock

RHB/er

cc S. H. Probert
R. A. Klein

PR
139-A

November 13, 1929.

Mr. H. G. Smith
Division Engineer
State Highway Department,
LaGrande, Oregon.

Dear Sir:

In accord with your request, we are returning herewith yardage chart which was sent in with your letter of November 8, relative to the resurfacing work to be done on the Hilgard-LaGrande Section.

In looking over Mr. Stiffler's quantity summary sheet for that project, we note that he has shown a total of 18,300 cubic yards of resurfacing materials to be placed whereas Mr. Baldock's yardage chart calls for a total of only 13,780 cubic yards. Mr. Stiffler should be advised as to the correct quantities to be used.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

CC Mr. W. W. Stiffler

...VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
November 8, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Pr bert

Dear Sir:

In the matter of the quantities of material to place on the Hilgard-La Grande Section, I am enclosing a tabulation which was sent me by Mr. Baldock, showing that 2800 cubic yards per mile was to be placed at the stationing numbered in the original plans and specifications; and 2100 cubic yards per mile was to be placed from 280.6 to 280.8, 281.2 to 281.4, 281.7 to 282.7, 283.0 to 283.1, 283.5 to 285.3 and 285.7 to 285.8; and 1800 cubic yards per mile was to be placed from 281 to 281.2, 281.4 to 281.7, 283.1 to 283.5, and 285.4 to 285.7. These amounts I understand to consist of 1 3/4 inch top at about 500 yards per mile, and the rest base.

Mr. Baldock also stated that the developments of this years penetration work did not substantiate the amount of maintenance material which he had provided, and that he would have to adjust these materials in order to obtain more "A" and "B" materials, and that he could reduce the "C" material slightly in order to assist in the manufacture of the fine material. The quantities which he instructed us to crush were: "A" 1860 cubic yards, "B" 1860 cubic yards, "C" 1860 cubic yards, and "D" 3720 cubic yards.

Will you kindly return the attached sheet showing Mr. Baldock's diagram of yardage, as I have no other copy.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl.

November 4, 1929.

Mr. E. G. Smith
Division Engineer
State Highway Department,
LaGrande, Oregon.

Dear Sir:

In attempting to revise the federal aid plans and federal aid estimates to confirm with your letter of October 12, in regard to the resurfacing of the Hilgard-LaGrande Section, we find that the quantities mentioned in your letter do not confirm with the original plans and specifications; for instance, the original plan for the resurfacing called for materials at the rate of 2200 cubic yards per mile, whereas the quantities which you now propose to provide figure only 2200 cubic yards per mile. If some change has been made in the thickness of the surfacing to be used or if the thickness of the surfacing to be placed on the sections which were not at first intended to be surfaced, please advise us fully in regard thereto, giving separately the thickness and the quantity of materials to be used for each course.

The specifications for the bituminous macadam wearing surface which were submitted and approved by the Bureau of Public Roads, called for the following quantities of material:

3,400 cubic yards	Grade "D" Rock
2,200 cubic yards	Grade "C" Rock
850 cubic yards	Grade "B" Rock
850 cubic yards	Grade "A" Rock

According to your letter, you are now planning to produce on cubic yards of Grade "C" Material. If the specifications for wearing surface are being changed to reduce the quantity of Grade C Material required, it will be necessary to have the change in specification approved by the Bureau of Public Roads, and we should therefore be advised as to what changes are contemplated.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

SHP:AP

...DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

October 12, 1929.

RECEIVED
OCT 14 1929

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Regarding the increase in resurfacing of the Hilgard-La Grande Section, it has been decided to resurface the entire project instead of the 1.6 mile originally contemplated. This will require surfacing from mile 280.6-280.8; 281-282.7; 283-285.3; 285.4-285.8 in addition to the original amount, or a total increase of 9300 cubic yards at a price of $1.70.

The maintenance material has been modified to the following total amounts:

"A" material	1860	cubic yards
"B" "	1860	" "
"C" "	1860	" "
"D" "	3720	" "

Maintenance material at the contract price.

Very truly yours,

H G Smith

HGS:OW

Division Engineer.

PR 139a

November 19, 1929.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

When the plans for the construction of a bituminous macadam wearing surface on the Hilgard-LaGrande Section of the Old Oregon Trail (Federal Aid Project No. 139-A) were submitted to you, it was believed that the existing oiled macadam wearing surface on all but about 1.6 miles of the project was adequate to serve as a foundation for the bituminous macadam wearing surface, and that reconstruction of the existing surfacing would be necessary on only the 1.6 miles above referred to. That was in January, 1929.

On January 29, 1929, we awarded to Clyde E. Seitz of LaGrande the contract for the reconstruction, or resurfacing as we have called, of the 1.6 miles, and for the production of the crushed rock required for use in the bituminous macadam wearing surface. At the time this contract was awarded to Mr. Seitz, he was finishing up a resurfacing contract on the Pendleton-Kamela Section, and it was his plan to use on the Hilgard-LaGrande Project the same plant and equipment that he was then using on the Pendleton-Kamela Section. Shortly after the award for the Hilgard-LaGrande Project was made, however, that portion of the state suffered an unusually severe spring break-up, which break-up did a great deal of damage to the resurfacing which Mr. Seitz was just completing. To repair this damage, we required Mr. Seitz to continue operations under his Pendleton-Kamela Contract, agreeing that he would not be required to start operations on the Hilgard-LaGrande Project until such time as we were ready to release him from the Pendleton-Kamela job.

The result of this arrangement was that Mr. Seitz was not able to commence work on the Hilgard-LaGrande Project until October 16, so late in the season as to be almost the equivalent

of delaying the project a full year. In the mean time, the existing surfacing on the Milgard-LaGrande Section had been subjected to the same severe break-up which had caused so much damage on the Pendleton-Kamela Section, and had been subjected to another season of heavy traffic. While the surfacing stood up surprisingly well under the conditions, some deterioration resulted, and it now appears inadvisable to construct the bituminous macadam wearing surface without resurfacing the project throughout its entire length. We have accordingly asked the contractor to consent to an enlargement of his contract to include the resurfacing of the portions of the project which we had originally planned to not resurface, and the contractor has consented to do this at prices eighteen cents per cubic yard less than the original contract prices, the reduction amounting to slightly more than the saving in haul cost.

We request your approval of this change in plans, and anticipating that your approval will be given, we are sending herewith a revised estimate to serve as a basis for the revised project agreement, and copies of the agreement with the contractor. We are also sending under separate cover four copies of the revised typical cross-section sheet for the federal aid plans.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

Oregon State Highway Department — Project No. 138-A

HILGARD-LA GRANDE SECTION OF THE OLDEROOK TRAIL

IN UNION COUNTY

(Estimate as basis for unified agreement. Based on contract prices for resurfacing and bituminous macadam materials and estimated costs for the construction of bituminous macadam wearing surface.)

Salem, Oregon, November 19, 1928.

Resurfacing:

3,000	cu.yds	Base Course Resurfacing	$1.50	$ 4,500.00
600	cu.yds	Top Course Resurfacing	1.80	1,080.00
6,400	cu.yds	Base Course Resurf. (supplemental)	1.70	10,880.00
2,500	cu.yds	Top Course Resurfac. "	1.70	4,250.00
1,000	cu.yds	Earth Filler	.20	200.00
3,000	yds.mls.	Filler Haul	.12	360.00
64,000	sq.yds	Oiling (state forces)	.07	4,480.00
64,000	sq.yds	Sprinkling " "	.05	3,200.00

Bituminous Macadam Wearing Surface:

3,400	cu.yds	Gr. "B" Rock in Stock Pile	1.25	4,250.00
2,200	cu.yds	Gr. "C" Rock in Stock Pile	1.25	2,750.00
850	cu.yds	Gr. "D" Rock in Stock Pile	1.25	1,062.50
850	cu.yds	Gr. "E" Rock in Stock Pile	1.25	1,062.50
200	cu.yds	Sand or Fine Screenings	—	—
100,000	gals.	Mx. & Oil	0.085	8,500.00
7,000	cu.yds	Constr. of Wearing Surface	3.65	25,570.00

Sub-total	$ 77,110.00
10% Engr. & Cont.	7,711.00
Total	$ 84,821.00

Gross length of project (including structures) 6.175 miles
Length of three structures - 782.5 ft. — 0.149 miles
Net length of project (excluding structures) 6 miles
Cost per mile $14,073.50

State Funds Available	$32,[illegible].50
Federal Aid Requested	52,734.10
	$84,821.00

State funds for construction - Chapter 173, Laws 1917; Chapter 31, Laws 1929
State funds for maintenance - Chapter 41, Laws 1927.

Oregon State Highway Department — Project No. 123-A.

HILGARD–LA GRANDE SECTION OF THE OLD OREGON TRAIL

[illegible] COUNTY

(Estimate on basis for modified agreements. Based on contract prices for resurfacing and bituminous macadam materials and estimated costs for the construction of bituminous macadam wearing surface.)

Salem, Oregon, November 19, 1929.

Resurfacing:

5,600 cu.yds	Base Course Resurfacing	$1.80	$ 4,708.00
900 cu.yds	Top Course Resurfacing	1.80	1,602.00
6,400 cu.yds	Base Course Resurf. (supplemental)	1.70	10,880.00
2,500 cu.yds	Top Course Resurfac. "	1.70	4,250.00
1,500 cu.yds	Earth Filler	.60	900.00
3,000 gals.	Filler Seal	.18	540.00
64,000 sq.yds	Oiling (state forces)	.07	4,480.00
64,000 sq.yds	Sprinkling " "	.05	3,200.00

Bituminous Macadam Wearing Surface:

4,000 cu.yds	Gr. "B" Rock in Stock Pile	1.15	4,600.00
2,800 cu.yds	Gr. "C" Rock in Stock Pile	1.25	3,500.00
850 cu.yds	Gr. "D" Rock in Stock Pile	1.25	1,062.50
850 cu.yds	Gr. "E" Rock in Stock Pile	1.15	1,052.50
300 cu.yds	Sand or Fine Screenings	—	—
100,000 gal.mix	No. 3 Oil	0.085	8,500.00
7,980 cu.yds	Cement of Wearing Surface	3.65	27,375.00

Sub-total	$ 77,110.00
10% Engr. & Cont.	7,711.00
Total	$ 84,821.00

Gross length of project (including structures) 6.176 miles
Length of three structures - 782.5 ft. — 0.148 miles
Net length of project (excluding structures) 6.027 miles
Cost per mile $14,073.60

State Funds Available	$32,036.90
Federal Aid Requested	52,784.10
	$84,821.00

State funds for construction - Chapter 178, Laws 1917; Chapter 51, Laws 1920
State funds for maintenance - Chapter 41, Laws 1927.

THIS AGREEMENT, made and entered into this 30th day of October, 1929, by and between the STATE OF OREGON, through its State Highway Commission, hereinafter called the "state", party of the first part, and CLYDE R. SEITZ of LaGrande, Oregon, hereinafter called the "contractor", party of the second part.

W I T N E S S E T H :

That, WHEREAS, the above named parties on the 29th day of January, 1929, entered into a written contract, wherein and whereby the said contractor agreed to do and perform certain highway construction therein defined, described and specified, which said contract is designated as State Highway Contract No. 1065, and

WHEREAS, since the execution of said contract the parties thereto have mutually agreed to a modification of or change in some of the terms and conditions of said contract, which said modification and change involves some additional work at a price or compensation agreed upon and hereinafter set out, and

WHEREAS, the said partieshave agreed that said change or modification shall be reduced to writing and executed by the parties, and attached to the said original contract and thereby made a part and parcel of said original contract to the same extent and effect as if incorporated therein:

NOW, THEREFORE, it is hereby agreed that said original contract shall be and is changed or modified by adding thereto some additional road construction or surfacing, which said additional work is located within and is defined by the following highway mile posts:

280.6 to 280.8
281.0 to 282.7
283.0 to 285.3
285.4 to 285.8

the total mileage added being 4.6 miles.

IT IS AGREED AND UNDERSTOOD that the said contractor shall resurface the said additional mileage in the same manner and pursuant to the plans, specifications and other construction detail incorporated in the original contract.

IT IS FURTHER AGREED AND UNDERSTOOD that in consideration of the performance of said work and the construction of said additional mileage pursuant to the terms of this supplemental agreement and the said original contract, the contractor shall be paid a sum of money equal to $1.70 per cubic yard of crushed rock placed upon said additional mileage in accordance with this supplemental agreement and in accordance with the said original agreement.

IT IS FURTHER UNDERSTOOD AND AGREED that the quantities of maintenance materials specified in the original agreement to be increased to the following extent:

Grade A maintenance materials shall be increased from 1300 cubic yards to 1800 cubic yards.
Grade B maintenance materials shall be increased from 1700 cubic yards to 1800 cubic yards.

and that Grades C and D maintenance materials may be decreased in the following amounts:

Grade C decreased from 2640 cubic yards to 1800 cubic yards.
Grade D decreased from 3740 cubic yards to 3720 cubic yards.

It is further agreed and understood that the contract price of $1.25 per cubic yard specified in the original contract shall apply to and shall be the price paid for the additional yardage of maintenance materials.

It is further agreed and understood that in consideration of the performance by the contractor of the construction of the additional highway mileage, the state highway commission will rent to the contractor a combination road grader, for which the contractor shall pay the state the same monthly rental that is charged the maintenance department for similar equipment.

It is further agreed that the time limit fixed in the original contract shall be extended to June 1, 1930, without the imposition of any engineering penalty; provided, however, that during the stormy period of the winter months of 1929 and 1930 the contractor shall either operate the plant continuously regardless of weather conditions or cease operations entirely until such time as surfacing of said highway can be carried on without interruption on account of unfavorable weather.

It is agreed and understood that in the event the contractor desires to shut down and discontinue operations due to unfavorable weather conditions, the contractor shall, before discontinuing his operations, complete the resurfacing to the full width required on sections of the highway which have been torn up or otherwise disturbed, and that no partially completed section of the highway shall be left in an uncompleted condition during the suspension of the contractor's construction operations.

It is agreed and understood that the contractor shall procure the written consent of his surety to this modification of agreement.

Nothing in this supplemental agreement shall be deemed or permitted to release or relieve the contractor from any of his obligations specified in the original contract, save and except the clause with respect to the date of completion.

IT WITNESS WHEREOF, the parties hereto have executed this agreement on this the day and year first above written.

STATE OF OREGON

ATTEST:

By H. B. Van Duzer Chairman

Secretary

By C. A. Gates Commissioner

By Chas. A. Newer Commissioner
Party of the First Part

Clyde R. Seitz (and)
Party of the Second Part.

THIS AGREEMENT, made and entered into this 30th day of October, 1939, by and between the STATE OF OREGON, through its State Highway Commission, hereinafter called the "state", party of the first part, and CLYDE R. SEITZ of LaGrande, Oregon, hereinafter called the "contractor", party of the second part,

W I T N E S S E T H :

That, WHEREAS, the above named parties on the 29th day of January, 1939, entered into a written contract, wherein and whereby the said contractor agreed to do and perform certain highway construction therein defined, described and specified, which said contract is designated as State Highway Contract No. 1006, and

WHEREAS, since the execution of said contract the parties thereto have mutually agreed to a modification of or change in some of the terms and conditions of said contract, which said modification and change involves some additional work at a price or compensation agreed upon and hereinafter set out, and

WHEREAS, the said parties have agreed that said change or modification shall be reduced to writing and executed by the parties, and attached to the said original contract and thereby made a part and parcel of said original contract to the same extent and effect as if incorporated therein;

NOW, THEREFORE, it is hereby agreed that said original contract shall be and is changed or modified by adding thereto some additional road construction or surfacing, which said additional work is located within and is defined by the following highway mile posts:

280.6 to 280.8
281.0 to 282.7
283.0 to 285.2
285.4 to 285.8

the total mileage added being 4.6 miles.

IT IS AGREED AND UNDERSTOOD that the said contractor shall resurface the said additional mileage in the same manner and pursuant to the plans, specifications and other construction detail incorporated in the original contract.

IT IS FURTHER AGREED AND UNDERSTOOD that in consideration of the performance of said work and the construction of said additional mileage pursuant to the terms of this supplemental agreement and the said original contract, the contractor shall be paid a sum of money equal to $1.70 per cubic yard of crushed rock placed upon said additional mileage in accordance with this supplemental agreement and in accordance with the said original agreement.

IT IS FURTHER UNDERSTOOD AND AGREED that the quantities of maintenance materials specified in the original agreement be increased to the following extent:

Grade A maintenance materials shall be increased from 1300 cubic yards to 1800 cubic yards.
Grade B maintenance materials shall be increased from 1300 cubic yards to 1800 cubic yards.

and that Grades C and D maintenance materials may be decreased in the following amounts:

Grade C decreased from 2440 cubic yards to 1860 cubic yards.
Grade D decreased from 3740 cubic yards to 3720 cubic yards.

It is further agreed and understood that the contract price of $1.25 per cubic yard specified in the original contract shall apply to and shall be the price paid for the additional yardage of maintenance materials.

It is further agreed and understood that in consideration of the performance by the contractor of the construction of the additional highway mileage, the state highway commission will rent to the contractor a combination road grader, for which the contractor shall pay the state the same monthly rental that is charged the maintenance department for similar equipment.

It is further agreed that the time limit fixed in the original contract shall be extended to June 1, 1930, without the imposition of any engineering penalty; provided, however, that during the stormy period of the winter months of 1929 and 1930 the contractor shall either operate the plant continuously regardless of weather conditions or cease operations entirely until such time as surfacing of said highway can be carried on without interruption on account of unfavorable weather.

It is agreed and understood that in the event the contractor desires to shut down and discontinue operations due to unfavorable weather conditions, the contractor shall, before discontinuing his operations, complete the resurfacing to the full width required on sections of the highway which have been torn up or otherwise disturbed, and that no partially completed section of the highway shall be left in an uncompleted condition during the suspension of the contractor's construction operations.

It is agreed and understood that the contractor shall procure the written consent of his surety to this modification of agreement.

Nothing in this supplemental agreement shall be deemed or permitted to release or relieve the contractor from any of his obligations specified in the original contract, save and except the clause with respect to the date of completion.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on this the day and year first above written.

STATE OF OREGON

ATTEST:

Roy A. Klein
Secretary

By H. B. Van Duzer Chairman

By C. H. Gates Commissioner

By Robt. A. Sawyer Commissioner
Party of the First Part

Clyde R. Seitz (and)
Party of the Second Part.

UNITED S[illegible] DEPARTMENT OF AGRICU[illegible]

BUREAU OF PUBLIC ROADS

DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.------

POST OFFICE BUILDING.
PORTLAND, OREG.

July 6, 1929.

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:

Enclosed herewith for your files is an approved copy of supplemental specification for earth filler to be used on Hilgard-La Grande resurfacing project, Oregon F.A.P. 139-A.

Very truly yours,

W. H. LYNCH
District Engineer.

By L. [illegible]
Highway Engineer.

RECEIVED
JUL 7 1929
OREGON
STATE HIGHWAY COMMISSION

~~WASHINGTON OFFICE~~

typed

Hilgard-LaGrande, Resurfacing

Federal Aid Project No. 139-A.

SUPPLEMENTAL SPECIFICATION RELATING TO EARTH FILLER

The material to be furnished under the item "Earth Filler" shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher, and/or the material below one-eighth (1/8) inch in size which is screened from the broken stone after crushing, and/or sand or sand loam obtained from such sources as the engineer may select and designate.

The use of clay as a "filler" or "binder" in the resurfacing will not be permitted.

APPROVED: D. St. Wilson
ACTING CHIEF, BUREAU OF PUBLIC ROADS.
JUN 25 1929

STENCIL NO. 125

PR# 139-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No. Oregon 139 A F A P

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 139 A,

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Hilgard - La Grande

5-8-29

Orig 139A

SPECIAL PROVISIONS

Hilgard-La Grande Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A.M.) on the twenty-ninth (29th) day of January, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 1.6 miles of broken stone resurfacing on the Hilgard-La Grande Section of the Old Oregon Trail in Union County, and of the furnishing of approximately 9,500 cubic yards of broken stone for later use in connection with betterment operations on the Hilgard-La Grande Section.

The west end of the project is at M.P. 280.6, which point is at the Hilgard overcrossing of the O. W. R. & N. tracks. The east end of the project is at M.P. 286.8, which point is at the west corporate limit of La Grande.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 15th, 1929.

BROKEN STONE RESURFACING

Units To Be Resurfaced:

The portions of the Hilgard-La Grande Section on which broken stone resurfacing is to be constructed are as follows:

M. P.	to	M. P.	Length of Unit
280.8	"	281.0	0.2 Miles
282.7	"	283.0	0.3 "
285.3	"	285.4	0.1 "
285.8	"	286.8	1.0 "
			1.6 Miles

Standard Specification To Apply:

The broken stone resurfacing shall be constructed in accordance with the standard specification for "Rock Surfacing" as the same is given on page 28 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

APPROVED: P. J. Mile
ACTING CHIEF, BUREAU OF [illegible]
5-8-29

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone resurfacing shall be clean broken stone manufactured from the hardest, most durable and otherwise most suitable rock available from the quarry site situated on the south side of the highway at M.P. 283.6.

Sizes of Materials:

The broken stone to be used in the resurfacing work shall be of two sizes, viz: base course broken stone and top course broken stone.

Base course broken stone shall all pass a screen having two and one-half (2½) inch circular openings. It need not contain any material passing a screen having one and one-half (1½) inch circular openings, but it shall be well graded from the two and one-half (2½) inch size to the minimum size of one and one-half inch or less.

Top course broken stone shall all pass a screen having one and one-half (1½) inch circular openings. It shall be well graded from the one and one-half (1½) inch size to dust.

Preparation of Subgrade:

The existing surfacing shall be thoroughly scarified, after which all of the old surfacing materials shall be bladed from their present position on the subgrade, into windrows along the edges of the roadway. In the performance of this operation, care shall be exercised to keep the old surfacing materials as free as possible from dirt and other objectionable matter, and if considered necessary by the Engineer, the areas upon which the old materials are to be windrowed shall be bladed and thus made free of weeds and other undesirable matter.

After the old surfacing materials have been windrowed as above provided, the subgrade shall be reshaped so as to provide proper superelevation on curves and proper crown on tangents, and so as to be otherwise suitable to receive the resurfacing materials. If proper superelevation can not be obtained by reshaping the old subgrade, new earth materials shall be brought in for this purpose, in which case, however, the contractor will receive extra payment for the excavating and hauling of the material required.

The subgrade shall be prepared only a short distance in advance of the placing of surfacing materials, and after it has once been prepared, it shall be maintained true to cross-section, grade and surface until covered. It must be in a condition satisfactory to the Engineer at the time the surfacing materials are placed upon it.

Disposition of Old Surfacing Materials:

A part of the old surfacing materials which, as above provided, have been bladed into windrows at the edges of the roadway, shall be mixed with the upper three or four inches of the new base course materials, and the balance of them shall be mixed with the new top course materials, the mixing of the old materials with the new materials being accomplished in each case in the same manner as is specified for the mixing of filler materials with the surfacing materials.

The mixing of the old materials with the new as here provided for, will to some extent take the place of the earth filler materials usually used rock surfacing construction, but it is expected that in addition thereto some earth filler materials will be required in each of the two courses of resurfacing materials.

Measurement and Payment:

Payment for the broken stone resurfacing will be made as specified in the standard specification for rock surfacing, the pay items being "Base Course Resurfacing", "Top Course Resurfacing" and "Earth Filler." Payment for the salvaging of the old surfacing materials and the incorporation of them in the resurfacing as specified, shall be understood to be included in the payments to be made for the new broken stone furnished and used in the work, and no separate or additional payment will be made for it.

BROKEN STONE FOR BETTERMENT

Work to be Done:

Under this specification the contractor shall furnish approximately 9,500 cubic yards of broken stone for later use in connection with betterment operations on the Hilgard-La Grande Section.

Quality of Materials Et Cetera:

The materials to be furnished under this specification shall be of the same kind and quality as is hereinbefore specified for the materials to be furnished for the resurfacing work.

The conditions governing the acquiring and developing of the source of materials shall also be the same as apply in connection with the resurfacing work.

Sizes and Grades of Materials:

The materials shall be of four sizes or grades, which sizes or grades will hereinafter be referred to as Grade "A", Grade "B", Grade "C" and Grade "D".

All of each grade of material shall pass a screen having openings of a certain size, and all of each grade of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of openings in screen through which all must pass.	Size of openings in screen on which all must be retained.
Grade "D"	2 inch, circular	1½ inch, circular
Grade "C"	1½ inch, "	3/4 " , "
Grade "B"	3/4 " , "	1/2 " , "
Grade "A"	1/2 " , "	1/8 " , square

If dry screening does not remove from the broken stone all dirt and all material below the one-eighth-inch size, the broken stone shall be made free of these materials by washing.

Delivery of Materials:

Of the 9,500 cubic yards of materials to be furnished, approximately 8,780 cubic yards shall be delivered in stock piles on such suitable sites at or near the quarry or alongside the highway as the engineer may select, and approximately 720 cubic yards shall be delivered into trucks at the quarry.

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the engineer.

The work involved in the preparing of the sites will be considered "extra work", and will be paid for accordingly.

Height and Form of Piles:

The piles shall be not less than ten (10) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable.

Separate piles shall be provided for each of the different grades of materials, and the piles shall be so arranged that there will be no possibility of the different grades becoming mixed.

Payment for Materials Delivered in Stock Piles:

For the materials delivered in stock piles, as above provided, payment will be made at the prices bid for the following items:

1. Grade "A" Materials in Stock Pile
2. Grade "B" Materials in Stock Pile
3. Grade "C" Materials in Stock Pile
4. Grade "D" Materials in Stock Pile

The prices bid for these items shall be understood to include and cover the hauling of the materials a distance of one-half mile. If any of the materials are required to be hauled more than one-half mile, payment for such part of the haul as is in excess of one-half mile will be made at the rate of twenty cents ($0.20) per yard mile, the haul distances to be measured in half-mile units and the volumes of materials to be measured in the completed stock piles.

The quantities of stock piled materials to be paid for shall be determined by cross-section measurement of the completed stock piles, no allowance being made for settlement or shrinkage.

Payment for Materials Delivered into Trucks:

For the furnishing and loading of the broken stone to be delivered f.o.b. trucks at the source of materials as above specified, payment will be made at the prices bid for the following items:

1. Grade "A" Materials in Trucks
2. Grade "B" Materials in Trucks
3. Grade "C" Materials in Trucks
4. Grade "D" Materials in Trucks

The quantities of materials delivered in this manner will be measured in the trucks at the points of loading.

For such hauling of these materials as may be done by the contractor, payment will be made at the rate of eighteen cents ($0.18) per yard mile, the quantities to be measured in trucks and the haul distances to be measured in half-mile units.

MISCELLANEOUS PROVISIONS

Truck Loads to be Leveled:

To enable accurate measurement of those materials which are to be measured in trucks, the materials in each truck load shall be struck off or otherwise brought to a level surface. This work shall be done by the contractor at the point at which the trucks are loaded.

Use of Materials from Stock Piles:

The right is reserved by the State to use materials from stock piles before the piles have been entirely completed, and measured. In case materials are so used, payment for them will be made at the price which applies to the same class of material when delivered

into trucks at the bunkers, additional allowance for the hauling of the materials from the bunkers to the stock pile site being made to the contractor at the rate of eighteen cents ($0.18) per yard mile, the haul distances to be measured in half-mile units. The materials to be paid for in this manner will be measured in the trucks as they are loaded from the stock piles.

Load and Speed Limits:

In his hauling operations, the contractor will be required to conform with the legal load and speed limits, the more important of which limits are as follows:

1. The combined weight of truck and load shall not exceed 20,000 pounds.

2. The combined weight of truck and load for any one axle shall not exceed 14,400 pounds.

3. The combined weight of truck and load for any one axle shall not exceed 500 pounds per inch width of tire supporting the axle, unless the vehicle has a total tire width of thirty or more inches, in which case the combined weight of truck and load for any one axle may equal, but shall not exceed 600 pounds per inch width of tire supporting the axle.

4. The speed shall not exceed the limits indicated in the following table.

	Maximum Speed in Miles per Hour	
Total Tire Width	Solid Tires	Pneumatic Tires
Not over 14 inches	25	35
Over 14 inches and not over 16 in.	20	35
Over 16 inches and not over 22 in.	18	35
Over 22 inches and not over 30 in.	16	25
Over 30 inches	12	20

No hauling shall be done over any surfaced highway at times when hauling would be injurious to the highway surfacing.

Grec 9 139-17

OUTLINE SPECIFICATIONS FOR

BITUMINOUS MACADAM WEARING SURFACE

to be constructed on

HILGARD-LA GRANDE SECTION

FEDERAL AID PROJECT NO. 139-A

1. Type of bituminous macadam: Multiple lift.

2. Width: 18 feet with extra width as required on curves, at intersections, etc.

3. Thickness: 2-3/4 inches, compacted.

4. Sizes of aggregates:

	Size of opening all will pass	Size of opening none will pass
Grade "D"	2 inch, circular	1½ inch, circular
" "C"	1½ " "	3/4 " "
" "B"	3/4 " "	1/2 " "
" "A"	1/2 " "	1/8 " "
Sand	1/8 " square	

5. Sand: Sand may be either coarse sand or fine screenings from crushed rock.

6. Oil: Oil shall be No. 3 asphaltic road oil; asphalt content 94+ per cent; viscosity 225+ saybolt-furol.

7. Quantities of rock and oil per sq. yd.:

	Rock (Cu.Yds.)	Sand (Cu.Yds.)	No. 3 Oil (Gals.)
Tack coat	- -	- -	0.100
Main body of wearing surface			
1st course	.050 Grade "D"	- -	0.625
2nd course	.016 Grade "C"	- -	0.200
3rd course	.016 Grade "C"	- -	0.250
4th course	.0125 Grade "B"	.0015	- -
Seal coat	.0125 Grade "A"	.0015	0.375
	.107	.003	1.550

8. Construction procedure:

a. Broom existing surfacing and apply tack coat of No. 3 oil, 0.1 gal. per square yard.

b. Spread grade "D" rock, .05 cu. yd. per sq. yd. Blade smooth and roll lightly.

c. Apply No. 3 oil, 0.625 gal. per square yard.

Construction procedure (Cont'd)

d. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

e. Apply No. 3 oil, 0.2 gal. per square yard.

f. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

g. Apply No. 3 oil, 0.25 gal. per square yard.

h. Spread grade "B" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly.

i. Spread coarse sand or fine screenings, .0015 cu. yd. per sq. yd. Allow the surface to stand under traffic for at least six days.

j. Broom to remove dust and apply No. 3 oil, .375 gal. per square yard.

k. Spread grade "A" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly.

l. Spread coarse sand or fine screenings, .0015 cu.yd. per sq. yd.

9. Each application to be made in two strips: In order that traffic may use the road during the period that construction operations are in progress, each application of oil and succeeding spread of rock shall be made in two strips, each strip covering one-half of the width of the roadway, traffic being allowed to use the half of the roadway that is not being worked on at the time. Both strips of each application of oil and succeeding spread of rock shall be completed, however, before the making of the next application of oil is commenced.

PR 139-A

June 8, 1928.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

In accord with your letter of May 13, we are submitting herewith five copies of a supplemental specification in regard to the nature of filler material to be used in the resurfacing work on the Hilgard-LaGrande Section, Federal Aid Project No. 139-A.

The other matters mentioned in your letter were discussed in detail between your Mr. Frickstad and our Mr. Baldock, and it is our understanding that it was agreed that the Hilgard-LaGrande project and other projects in connection with which the same features are involved, are to be allowed to proceed without change, but that on projects involving the construction of surfacing which is to be later topped with an 18 foot bituminous macadam wearing surface, the surfacing is to be constructed with a bottom width of twenty feet tapered to a top width of eighteen feet.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AP

Hilgard-LaGrande, Resurfacing

Federal Aid Project No. 139-A.

SUPPLEMENTAL SPECIFICATION RELATING TO EARTH FILLER

The material to be furnished under the item "Earth Filler" shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher, and/or the material below one-eighth (1/8) inch in size which is screened from the broken stone after crushing, and/or sand or sand loam obtained from such sources as the engineer may select and designate.

The use of clay as a "filler" or "binder" in the resurfacing will not be permitted.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

May 13, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Hilgard - La Grande

REFERRED TO
S.H.P.
By State Highway Engineer

Dear Sir:-

Reference is made to your letters of April 20th and April 30th on Oregon Federal Aid Project No. 139, Section A, in reply to our letter suggesting the increasing of surfacing width to 20 feet.

It is noted you are of the opinion that 19-feet would give adequate edge support for an 18-ft. surface, and our approval is requested for this width.

While 19-feet is an improvement over 18-feet, and adequate base course thickness is obviously of paramount importance, we believe the 20-ft. width would eliminate a large proportion of edge failures, particularly since the heavy busses and trucks travel close to the edges.

Experience in California with the thin bituminous wearing surfaces has demonstrated that savings in maintenance costs, through reduction in the number of shoulder failures, more than justifies the increased cost of the additional width. Furthermore, an undue concentration of traffic is obviously destructive to a thin wearing surface, and on the 20-ft. width there is a marked reduction in the tendency of traffic to follow narrow lanes. Recognizing these facts, Wyoming has announced a definite policy of using the 20-ft. width on all oil-processed projects. Recent projects submitted by Colorado provide for the same width, and California is constructing the thin surfacing two to four feet wider than would be considered adequate for a high type rigid pavement. Idaho used a thickened edge, which did not prove altogether satisfactory, and is now planning to widen to 20-feet.

We are of the opinion that the 20-ft. width is more desirable for the thin bituminous wearing surfaces proposed, and would like to have you reconsider this matter, withthe possibility that you may be able to use the increased width on future construction.

Amended specifications for binder for 139-A should be

submitted so as to be filed with the project papers.

There is hereto attached a copy of the agreement estimate which was used as the basis for the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Senior Highway Engineer.

Encls.

May 13, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to your letters of April 20th and April 30th on Oregon Federal Aid Project No. 139, Section A, in reply to our letter suggesting the increasing of surfacing width to 20 feet.

It is noted you are of the opinion that 19-feet would give adequate edge support for an 18-ft. surface, and our approval is requested for this width.

While 19-feet is an improvement over 18-feet, and adequate base course thickness is obviously of paramount importance, we believe the 20-ft. width would eliminate a large proportion of edge failures, particularly since the heavy busses and trucks travel close to the edges.

Experience in California with the thin bituminous wearing surfaces has demonstrated that savings in maintenance costs, through reduction in the number of shoulder failures, more than justifies the increased cost of the additional width. Furthermore, an undue concentration of traffic is obviously destructive to a thin wearing surface, and on the 20-ft. width there is a marked reduction in the tendency of traffic to follow narrow lanes. Recognizing these facts, Wyoming has announced a definite policy of using the 20-ft. width on all oil-processed projects. Recent projects submitted by Colorado provide for the same width, and California is constructing the thin surfacing two to four feet wider than would be considered adequate for a high type rigid pavement. Idaho used a thickened edge, which did not prove altogether satisfactory, and is now planning to widen to 20-feet.

We are of the opinion that the 20-ft. width is more desirable for the thin bituminous wearing surfaces proposed, and would like to have you reconsider this matter, withthe possibility that you may be able to use the increased width on future construction.

Amended specifications for binder for 139-A should be

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Oregon F.A.P.139-A

Post Office Building
Portland, Oregon.

May 25, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

A47pr. 5189

Form P. R. 2

State Oregon

Project No. 139, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 9

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this _____ day of _____, 19____

by and between the State Highway Commission of Oregon

_____, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of November, 19 27, a project statement, which was approved by the Secretary on the 7th day of January, 19 28, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 28th day of January 19 29, and approved by the Secretary on the 8th day of May, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, one hundred eighty-three and 08/100

dollars ($ 38,183.08) as the share of the United States payable under said act on account of said Section A of project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count_____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between sur[illegible]tion 41+34.0 near Hilgard, and survey station 356+32.0 at the north [illegible]s of LaGrande (excepting therefrom Perry Overcrossing between stations [illegible]nd 147, Bridge No. 693 between stations 201+48 and 202+89.5, and Ore Dell [illegible]crossing between Stations 311+23 and 314+55, an aggregate distance of 0.149 o[illegible]ile), terminal points, a distance of 6.027 miles, known locally as Oregon Trail between Pendleton, La Grande and Ontario, Union County, being Section A of Oregon Federal Aid Project No. 139.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of Section A of thirty-eight thousand, one hundred eighty-three and 08/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-one thousand, three hundred fifty-eight and 00/100 Section A of dollars, the approved total estimated cost of said project.

9—5818

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the (State or county) of (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Resolution of August 7, 1917, Chap. 237, Laws of 1917.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 8th day of May, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. W. Newlat
Secretary of Agriculture.

9—5518

(112)

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 41+34.0 near Hilgard, and survey station 356+32.0 at the north city limits of LaGrande (excepting therefrom Perry Overcrossing between stations 143+91 and 147, Bridge No. 693 between stations 201+48 and 202+89.5, and Ore Dell Overcrossing between Stations 311+23 and 314+56, an aggregate distance of 0.149 of a mile), locally known as the Old Oregon Trail between Pendleton, and La Grande and Ontario, Union County, designated in the records of this Department as Section A of Project No. 139, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 51,350.00 as the total estimated cost of Section A of said project, and the sum of $ 38,183.00 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of May, one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

WMB

GOVERNMENT PRINTING OFFICE 8—4929

Form 89—O-7616—2M—1-28.

OR... STATE HIGHWAY DEPARTME...

PR 139

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date April 27, 1928

Job name Upland - La Grande
1.6 mile S. of Kuna

Week from 4-22 to 4-27

Highway Old Oregon Trail

Mail address La Grande, Ore.

County Union

Job prefix 31 PE

Telegraph or telephone address

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor moved in the plant on this work and commenced erection of same.

(See back of this sheet for instructions and detailed information.)

Signed Orin Lewis

Title Div. Office Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 1.7

Miles completed 00

Miles partially done 00

Total cubic yards in project 10

Cubic yards produced to date 00

Average daily yardage produced this week 00

Average daily yardage necessary to complete on time .....

Contractor's average force for week 5 *men,*

..... *teams,* 1 *trucks*

Project will be completed about 9-15-39

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 139-A

April 20, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We refer now to your letter of March 13, in regard to the Hilgard-LaGrande Project (Federal Aid Project No. 139-A)

The verbal agreement between Mr. Baldock and Mr. Davis in regard to the use of rock chips, stone dust and sand for filler material in the resurfacing, instead of clay, as originally specified, is hereby confirmed, and we are instructing our field engineers to execute the work accordingly.

To make our copy of the cost estimate for the project conform with yours, we are making the addition of the words "in stock piles" to the first four items of that portion of the estimate which refers to the wearing surface. This is in accord with the paragraph of your letter which is numbered "2".

With reference to your suggestion that the reconstructed surfacing be built to a width of twenty feet, instead of eighteen feet as the present plans provide, we will say that the conditions which apply on this project are identical with those applying on several other projects which we have under contract, and it follows that if your suggestion is followed on this project, it should be followed on the others. We agree that a twenty-foot surfacing will make a better foundation for an eighteen-foot wearing surface, than will an eighteen foot surfacing, but at the same time we believe that an eighteen foot surfacing will serve the purpose quite adequately, and we do not consider that the advantages of the twenty-foot base are sufficient to warrant the additional cost that would be entailed. We can not agree with you at all on the proposition of overcoming the extra expense by decreasing the thickness of the base, as we feel that the thickness at which we

OREGON STATE HIGHWAY COMMISSION
SALEM

Mr. W. E. Lynch, #2

have specified, are none too great, and that to decrease them would be a very serious mistake.

In view of the considerations above mentioned, in view of the fact that the surfacings concerned are already wider and heavier than has heretofore been required by your Bureau, and in view of the fact that the projects are already under contract, we request that you do not insist on having this change in width made.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AF

2-A-1 D-11231 6000 3-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

April 15, 1929

IN REPLY PLEASE
REFER TO FILE NO.

Memorandum for Mr. S. H. Probert

Regarding the attached letter, in reference to Paragraph 3 relative to increase of width of base from 18' to 20'. I do not believe we should do this because the present grade width will not permit construction of a 20' base with adequate ditches without additional widening, which will be quite expensive on this section.

Furthermore, the depth of materials which we have specified I believe to be necessary and should we increase the width we will have to increase the surfacing quantities. It should also be borne in mind that this thickness will further decrease the effective width of the roadway.

Very truly yours,

R. H. BALDOCK
Maintenance Engineer

RHB:S
Enc.

UNITED S[illegible] DEPARTMENT OF AGRICUL[illegible]

BUREAU OF PUBLIC ROADS

DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING.
PORTLAND, OREG.

March 13, 1929

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

There are herewith enclosed three copies of the Project Agreement for the signature of the State Highway Department. When these copies of the agreement have been signed please return to this office for forwarding.

In recommending this project for approval it is our understanding that the following minor items will be adjusted prior to or during construction.

1. The Special Provision, page 3, and the Standard specifications, page 31, merely contemplate the use of clay binder. An amendment should be submitted in line with a conversation between Mr. Baldock and Mr. Davis as of February 25th and confirmed by our letter of the same date. This amendment should make it clear that the binder must consist of rock chips, sand or other inert material and that clay will not be accepted.

2. The Special Provisions state that the basis of payment for broken stone for betterment shall be for "material in stock piles" and "material in trucks." The outlined specifications for the top course, together with the cost analysis indicate that loading and hauling from stock piles are included in the item of "Construction of wearing surface." We have added the words, "In stock piles," to the first four items of the section of the estimate referring to the wearing surface.

Reference is made to the conversation, above referred to, in which it was suggested that the new base be made 20 ft instead of 18 ft. Undoubtedly better results would obtain if a 20 ft base or subbase were used where an eighteen foot wearing surface is to be placed. We believe the estimated quantity of base material spread over 20 ft would be more useful than if confined to 18 ft.

Mr. Klein March 13, 1929

This would apply to the 1.6 miles upon which new base is to be built this year and in this case there would be no extra expense involved, nor would there be any item covering trenching.

Will you please advise as to these minor items.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

PR 139-A.

OREGON STATE HIGHWAY COMMISSION

March 14, 1929.

Mr. H. S. Smith,
Division Engineer,
Box 908,
La Grande, Oregon.

Dear Sir:

I have your letter of February 22, 1929, advising that Commissioner Hill of La Grande had requested that the La Grande-Hilgard contract be extended to cover the resurfacing and betterment materials of the .5 mile on the Old Oregon Trail within the city limits.

You mention that they would like to spread the payment over a two-year period. Under the present plan of doing the bituminous work in 1929, the estimate of the cost of the rock would amount to approximately $2,000. When I discussed this with the Commission, they were of the opinion that if the city was not able to pay the entire cost during the present year that they could issue a warrant to the State covering the balance rather than carry the account on our books.

We would be glad to accommodate the city, as this improvement is important from our viewpoint, and therefore the Commission would like to help them all they can in the matter of payments. However, it would simplify matters considerably if they could pay us the balance due by means of a warrant which I presume would be paid during 1930. Will you please take this up with Mr. Hill and see if such an arrangement could be worked out satisfactory to them?

Very truly yours,

State Highway Engineer.

RAK:HI

C-9324 SM 7-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

RECEIVED
FEB 28 1929
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

February 27, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Re: Resurface City of La Grande Portion of Hilgard-La Grande Section.

Dear Sir:

Mr. A. T. Hill, City Commissioner of La Grande, asked me to submit an estimate of cost including that portion adjacent to the Hilgard-La Grande resurfacing which comes within the city limits. The City Commission is willing to include this with the La Grande-Hilgard contract if a method can be found to extend payment over two years.

This estimate of cost is as follows:

0.3 mile resurfacing to be done in 1929.			
2½" rock	600 cu yds	at 1.88	$1128.00
1½" rock	150 cu yds	at 1.88	282.00
Filler	150 cu yds	at .20	30.00
Filler Haul	400 yd mi.	at .18	72.00
Material for 2" Bituminous top to be built during 1930.			
"A" Material	70 cu yds	at 1.25	87.50
"B" Material	70 cu yds	at 1.25	87.50
"C" Material	80 cu yds	at 1.25	100.00
"D" Material	190 cu yds	at 1.25	237.50
Cost of Laying Bituminous top including oil			600.00
			$2624.50

Very truly yours,

H. G. Smith

Division Engineer.

HGS:OW

cc R. H. Baldock;

BK - 139 - A

March 13, 1929

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

There are herewith enclosed three copies of the Project Agreement for the signature of the State Highway Department. When these copies of the agreement have been signed please return to this office for forwarding.

In recommending this project for approval it is our understanding that the following minor items will be adjusted prior to or during construction.

1. The Special Provision, page 3, and the Standard specifications, page 31, merely contemplate the use of clay binder. An amendment should be submitted in line with a conversation between Mr. Baldock and Mr. Davis as of February 25th and confirmed by our letter of the same date. This amendment should make it clear that the binder must consist of rock chips, sand or other inert material and that clay will not be accepted.

2. The Special Provisions state that the basis of payment for broken stone for betterment shall be for "material in stock piles" and "material in trucks." The outlined specifications for the top course, together with the cost analysis indicate that loading and hauling from stock piles are included in the item of "Construction of wearing surface." We have added the words, "In stock piles," to the first four items of the section of the estimate referring to the wearing surface.

Reference is made to the conversation, above referred to, in which it was suggested that the new base be made 20 ft instead of 18 ft. Undoubtedly better results would obtain if a 20 ft base or subbase were used where an eighteen foot wearing surface is to be placed. We believe the estimated quantity of base material spread over 20 ft would be more useful than if confined to 18 ft.

103

Mr. Klein March 19, 1929

This would apply to the 1.6 miles upon which new base is to be built this year and in this case there would be no extra expense involved, nor would there be any item covering trenching.

Will you please advise as to these minor items.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Highway Engineer

DR 139-a

March 7, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

In your letter of February 25, in regard to federal aid project No. 152-A (Hilgard-LaGrande Section) you request specifications for the oiling of the macadam base prior to the construction of the bituminous macadam wearing surface.

We are enclosing five copies of the specifications for this oiling work, and assuming that the same information will be required for federal aid project No. 66 (Baker-Pleasant Valley Section), we are sending also, five copies of the specifications for the oiling work to be done on that project.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:AP

SPECIFICATION FOR OILING OF MACADAM BASE.

(Heavy Type)

Hilgard - La Grande Section

Federal Aid Proj. No. 139-A

1. Description: - As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: - 18 feet with extra width as required.

3. Size of Aggregates: - Grade "B" - 3/4 to 1/2 inch
Grade "A" - 1/2 to 1/8 inch

4. Oil: - No. 1 oil shall be an asphaltic road oil having an asphalt content of 50 to 60 per cent and having a viscosity of 40 to 80 seconds (Saybolt-Furol) at 122° F. No. 3 oil shall have an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Ficat Test) at 122° F.

5. Construction Procedure: -- a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

c. Apply No. 1 oil at a rate of from one-third to two-fifths gallon per square yard.

d. After the No. 1 oil has hardened and become dry, apply No. 3 oil at a rate of one-quarter gallon per square yard.

e. Spread Grade "B" rock, .008 cubic yards per square yard. Blade, broom and roll.

f. Spread grade "A" rock, .004 cubic yards per square yard. Blade broom and roll.

6. Correction of Defects: -- Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 25, 1929

Mr. R. A. Klein
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Confirming telephone conversation of today between Mr. Baldock and Mr. Davis regarding unsatisfactory items as submitted for Federal Aid Project 139 Section A, from Hilgard to La Grande:

1. A crown of 3" for the penetration of macadam to be changed to 2".

2. Instead of using clay as the filler for the crushed rock courses, rock chips or sand will be used.

It is also requested that specifications for the light oil treatment to be placed prior to the penetration macadam be furnished.

In this connection other Federal Aid Projects of the same type were discussed, and as all these projects have shown a 3" crown for the wearing surface it was agreed to change this to show a 2" crown. This will be done with pencil on all plans that are in the Bureau Office.

Very truly yours,

W. H. LYNCH
District Engineer

PR 139-a

February 25, 1929

Mr. Clyde R. Seitz,
602 M St.,
La Grande, Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for resurfacing the Hilgard-La Grande Section of the Old Oregon Trail in Union County.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:M

Enc. 1.

PR 139-a

Feb. 7, 1929.

Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of unit price analysis, covering the construction of bituminous macadam wearing surface on the Hilgard-La Grande Section, Project No. 139-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. E. Probert,
Office Engineer.

Dictated by J. W. Nash/EH.
encl.

HILGARD-LA GRANDE SECTION, PROJECT 139-A

Cost Analysis of Construction of Bituminous Macadam Wearing Surface

	Type "A" (2-3/4 inches)			
Preparation of macadam foundation	$ 0.20	per	cu.	yd.
Load, deposit, spread and roll rock and screenings	1.12	"	"	"
Haul rock and screenings (3.0 mile average haul)	0.55	"	"	"
Heat, haul and apply oil	0.70	"	"	"
Shaping earth shoulders	0.10	"	"	"
Traffic control	0.10	"	"	"
Supervision and overhead	0.20	"	"	"
Contingencies and weather delays	0.30	"	"	"
Move, make-up and dismantle plant	0.20	"	"	"
	$ 3.47			

PR 139-A

Feb. 8, 1929.

Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

Enclosed herewith are six copies of estimate as basis for project agreement, covering the Hilgard-La Grande Section, Project 139-A.

With reference to your letter of January 30th, regarding the length of this project, we have checked over the plans and picked up several small errors on the profiles of sheets Nos. 4 and 5. The equations 203+68.8 equals 203+80.0, and 318+75.4 equals 318+73.2 were reversed, thus incorrectly showing short stations instead of long stations at these points. Also, the east end of the project should be at station 356+32.0. The gross length of the project, using the corrected plans, is 32,602.4 feet, and deducting 782.8 feet for the structures, gives a net length of 31,826.9 feet or 6.027 miles.

We are accordingly sending to you five blue print copies of the corrected sheets Nos. 4 and 5 to replace the ones originally furnished.

The cost analysis for the construction of bituminous macadam wearing surface will be sent in the next day or two.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dictated by
J. W. Nash.
encl.

Oregon State Highway Department — Project 188-A

HILGARD-LA GRANDE SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

Estimate as basis for project agreement. Based on contract prices for resurfacing and bituminous macadam materials. Estimated costs for the construction of bituminous wearing surface.

Salem, Oregon, Feb. 2, 1922.

Resurfacing

3,600 cu. yds.	Base Course Material	$1.00	$3,600.00
900 " "	Top Course Material	1.00	900.00
500 " "	Filler	0.20	100.00
1,000 " "	Filler Sand	0.10	100.00
17,000 sq. yds.	Oiling	0.07	1,190.00
17,000 " "	Sprinkling	0.05	850.00

Bituminous Macadam Wearing Surface

3,400 cu. yds.	Grade "F" Rock	1.25	4,250.00
2,200 " "	" "C" "	1.25	2,750.00
850 " "	" "B" "	1.25	1,062.50
850 " "	" "A" "	1.25	1,062.50
200 " "	Sand or Fine Screenings	0.00	0.00
100,000 gals.	No. 5 Oil	0.080	8,000.00
7,600 cu. yds.	Construction of Wearing Surface	3.65	27,375.00
			$50,700.00
	10% Engr. and Cont.		5,070.00
	Total.....		$61,350.00

Gross length of project (including structures) 6.176 mile
Length of Perry Overcrossing, Ore Dell
Overcrossing and Bridge #698, 782.8 feet 0.148 miles
Net length of Project (excluding structures) 6.027 miles
Cost per mile, $10,180.62

State Funds Available $22,174.62

Federal Aid Requested 39,185.38 (63.23%)

$61,350.00

State funds for construction, - Chapter 175, Laws 1917; Chapter 31, Laws 1920.
State funds for maintenance, - Resolution Aug. 17,1917; Chapter 257, Laws 1917.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

January 30, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Attention Mr. Nash.

Dear Sir:-

Reference is made toOregon Federal Aid Project No. 139, Section A.

In checking over the estimate and plans on this project we are unable to quite check the mileage shown thereon. Our figures show from Sta. 41+34.0 to 356+32.2 = 31,498.2 feet. Adding plus equations of 1125.5 feet and deducting 34.9 feet minus equations leaves a gross length of 32588.8 feet, or 6.172 miles. There are evidently three exceptions to this project, i.e. Oro Dell Overcrossing--332.0 ft., Bridge #693 -- 141.5 feet, and Perry Overcrossing -- 309.0 feet, a total of 782.5 feet. This amount deducted from the gross length leaves 31806.3 feet, or 6.023 miles as the net length.

While the difference is small, it should be corrected, and the bridge exception shown. Will you please send corrected estimate so that we may forward the papers.

Very truly yours,

W. H. LYNCH
District Engineer

139-A

Jan. 25, 1929.

Mr. R. H. Lynch,
c/o Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

In line with previous oral arrangements, we are today submitting for your approval the plans for the resurfacing work, and for the bituminous macadam wearing surface construction which are proposed to be done on the Hilgard-La Grande Section of the Old Oregon Trail, Federal Aid Project No. 139-A.

Our plan for the performance of this work is as follows:

1. During 1929 season, do the resurfacing work and produce and stock-pile the rock required for the bituminous macadam wearing surface.

2. During 1930 season, construct the bituminous macadam wearing surface.

In line with this plan, arrangements have been made to receive bids on January 29th, for the resurfacing work and for the production and stock-piling of the rock.

The plans which we are submitting consist of the following:

1. Blueprint plans showing alignment and grades.

2. Standard specifications (Issue of Jan. 1, 1929.)

3. Special provisions applying to the resurfacing work and the production of the rock.

4. Outline specifications for the construction of the bituminous macadam wearing surface.

5. Estimate of cost.

Mr. W. H. Lynch #2. Jan. 25, 1929.

The plans showing the alignment and grades were prepared on a scale of 1 inch equals 400 feet, before we received your letter of January 17th, advising that your Washington Office does not approve of the submission of plans on that scale. We are in hopes that, under the circumstances, you will be able to accept them.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

SHP:ER

OUTLINE SPECIFICATIONS FOR

BITUMINOUS MACADAM WEARING SURFACE

to be constructed on

HILGARD-LA GRANDE SECTION

FEDERAL AID PROJECT NO. 139-A

1. Type of bituminous macadam: Multiple lift.

2. Width: 18 feet with extra width as required on curves, at intersections, etc.

3. Thickness: 2-3/4 inches, compacted.

4. Sizes of aggregates:

	Size of opening all will pass	Size of opening none will pass
Grade "D"	2 inch, circular	1½ inch, circular
" "C"	1½ " "	3/4 " "
" "B"	3/4 " "	1/2 " "
" "A"	1/2 " "	1/8 " square
Sand	1/8 " square	

5. Sand: Sand may be either coarse sand or fine screenings from crushed rock.

6. Oil: Oil shall be No. 3 asphaltic road oil; asphalt content 94+ per cent; viscosity 225+ saybolt-furol.

7. Quantities of rock and oil per sq. yd.:

	Rock (Cu.Yds.)	Sand (Cu.Yds.)	No. 3 Oil (Gals.)
Tack coat	- -	- -	0.100
Main body of wearing surface			
1st course	.050 Grade "D"	- -	0.625
2nd course	.016 Grade "C"	- -	0.200
3rd course	.016 Grade "C"	- -	0.250
4th course	.0125 Grade "B"	.0015	- -
Seal coat	.0125 Grade "A"	.0015	0.375
	.107	.003	1.550

8. Construction procedure:

a. Broom existing surfacing and apply tack coat of No. 3 oil, 0.1 gal. per square yard.

b. Spread grade "D" rock, .05 cu. yd. per sq. yd. Blade smooth and roll lightly.

c. Apply No. 3 oil, 0.625 gal. per square yard.

Construction procedure (Cont'd)

d. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

e. Apply No. 3 oil, 0.2 gal. per square yard.

f. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

g. Apply No. 3 oil, 0.25 gal. per square yard.

h. Spread grade "B" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly.

i. Spread coarse sand or fine screenings, .0015 cu. yd. per sq. yd. Allow the surface to stand under traffic for at least six days.

j. Broom to remove dust and apply No. 3 oil, .375 gal. per square yard.

k. Spread grade "A" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly.

l. Spread coarse sand or fine screenings, .0015 cu.yd. per sq. yd.

9. Each application to be made in two strips: In order that traffic may use the road during the period that construction operations are in progress, each application of oil and succeeding spread of rock shall be made in two strips, each strip covering one-half of the width of the roadway, traffic being allowed to use the half of the roadway that is not being worked on at the time. Both strips of each application of oil and succeeding spread of rock shall be completed, however, before the making of the next application of oil is commenced.

Oregon State Highway Department — Project [illegible]

HILGARD-LA GRANDE SECTION OF THE OLD OREGON TRAIL IN UNION COUNTY

(Estimate with plans. Not as basis for Project Agreement)

Salem, Oregon, Jan. 25, 1928.

Resurfacing

3,600 cu. yds.	Base Course Resurfacing	$ 2.20	$7,920.00
900 " "	Top Course Resurfacing	2.20	1,980.00
600 " "	Filler	.80	480.00
1,000 " "	Filler Sand	.25	250.00
17,000 sq. yds.	Oiling	.07	1,190.00
17,000 " "	Sprinkling	.05	850.00

Bituminous Macadam Wearing Surface

3,600 cu. yds.	Grade "D" Rock	1.45	4,980.00
2,300 " "	Grade "C" "	1.80	3,300.00
950 " "	Grade "B" "	1.75	1,662.50
950 " "	Grade "A" "	1.75	1,662.50
300 " "	Sand or Fine Screenings	0.00	0.00
100,000 gals.	No. 3 Oil	.085	8,500.00
7,800 cu. yds.	Construction of Wearing Surface	3.65	27,375.00
			59,000.00
	10% Engr. & Cont.		5,952.00
	Total		$ 65,472.00

Gross Length of Project (including Ferry Overcrossing and Ore Dell Overcrossing) 6.173 miles
Length of Ferry Overcrossing .060 miles
Length of Ore Dell Overcrossing .066 miles
Net length of Project (excluding structures) 6.047 miles
Cost per mile $10,827.18

State Funds Available	$24,728.78	
Federal Aid Requested	40,743.22	(62.23%)
	$65,472.00	

State funds for construction - Chapter 178, Laws 1917; Chapter 51, Laws 1920.

State funds for maintenance - Resolution August 17, 1917; Chapter 237, Laws 1917.

CONTRACT #1066,

PR 61-B Dear Park Inn Br. 1929-1930

1066

#1066
Douglas

UNITED STATES FIDELITY AND GUARANTY COMPANY

#61-B

July 25, 1929

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to Rigdon Brothers on contract No. 1066 for the construction of a bridge over Canyon Creek on the Pacific Highway in Douglas County. This payment will be made on or after August 2nd, 1929.

The total amount paid the contractor in connection with this contract will be $2,202.33 including the above final payment. Of this amount $54.64 was for force account work.

Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PORTLAND 104

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2830

WALTER F. CLINE
ASSISTANT MANAGER

P1-61-B

PORTLAND, OREGON.
May 28th, 1929.

Oregon State Highway Comm.
Salem, Oregon.

Gentlemen:

Re: #39-12-451-29
Rigdon Bros.

The above bond covers contract for the construction of a bridge over Canyon Creek near Canyonville, on the Pacific Highway in Douglas County, Oregon.

We are enclosing our form inquiry which we kindly ask you to complete and return to us showing whether or not this contract has been fuly and satisfactorily completed, and if so, the total amount paid the contractor.

Stamped and addressed envelope is also enclosed, and thanking you for your attention to this matter, we remain,

Yours very truly,

C. O. Price

Manager.

CS-

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. 61-B

Post Office Building
Portland, Oregon.

May 16, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

RECEIVED
MAY 18 1929
STATE HIGHWAY DEPARTMENT

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

A4pr 5170

Form P. R. 2
State Oregon
Project No. 61, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2 day of April, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of February, 1922, a project statement, which was approved by the Secretary on the 17th day of April, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 29th day of January 1929, and approved by the Secretary on the 25th day of April, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one thousand, four hundred thirty-two and 37/100

dollars ($ 1,432.37) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6418

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department ... prior to or ... the commencement of the improve...

2

4

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State (Chap. 175, Laws of 1917; Chap. 31, Laws of 1920

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following bridge, as described in detail in said surveys, plans, and specifications:

Bridge across Canyon Creek between survey stations 394+66.8 and survey station 394+98.6 in Sec. 12, T.31 S., R.5 W., W.M.,

..... terminal points, a distance of 0.006 miles, known locally as the Deer Park Inn Bridge on the Pacific Highway between Canyonville and Calesville, Douglas County, being Section B of Oregon Federal Aid Project No. 61, consisting of one bridge of more than 20 ft. clear span only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

APR 2 1929 8 27 AM
MAY 16 1929 8 49 AM

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct suitable road connections between the ends of the bridge and the existing highway to the north and south.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one thousand, four hundred thirty-two and 37/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, three hundred one and 75/100 dollars, the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws of 1917.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

STRICKEN OUT

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 25th day of April, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By C. S. Gates
Member, State Highway Commission
(Title of officer)

[SEAL]

By I. Lewis W. Sawyer
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. N. Dunlap
Acting Secretary of Agriculture.

8—5518

STRICKEN OUT

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To— .

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~[illegible]~~ bridge across Canyon Creek between survey station 394+66.8 and survey station 394+98.6 in Sec. 12, T.31 S., R.5 W., W.M.,

locally known as the Deer Park Inn Bridge on the Pacific Highway between Canyonville and Galesville, Douglas County, and designated in the records of this Department as Section B of Project No. 51, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 2,301.75 as the total estimated cost of Section B of said project, and the sum of $ 1,432.37 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed authorized Federal pro rata share the ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 25th day of April one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4899

PR61-13

February 25, 1929

Rigdon Bros.,
Woodburn, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Canyon Creek on the Pacific Highway near Canyonville, in Douglas County.

Very truly yours,

Ray A. Klein
State Highway Engineer

HBC:M

By

Enc. 1.

H. B. Glaisyer
Chief Clerk.

PR—61-B

Feb. 4, 1928.

Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for project agreement, covering the Deer Park Inn Bridge, Oregon Project 61-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dictated by
J. H. Nash.

encl.

OR 1n1-B

Oregon State Highway Department — Project 61-B

DEER PARK INN BRIDGE OVER CANYON

CREEK IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on contract prices)

Salem, Oregon. Feb. 4, 1920.

32 cu. yds.	Class "A" Concrete	$22.00	$ 704.00
32 cu. yds.	Class "B" Concrete	21.00	672.00
8000 lbs.	Metal Reinforcement	0.0475	427.50
75 lin. ft.	Concrete Handrail	8.00	570.00
All required	Remove Old Bridge and Maintain Traffic		300.00
			$ 2,673.50
	10% Engr. & Cont.		267.35
	Total		$ 2,931.75

Length of Structure 31.8 ft. = 0.006 miles.

Cost per Mile, $505,625.00.

State funds available $909.75

Federal Aid requested 2,022.00 (69.25%)

$ 2,931.75

State funds for construction - Chapter 178, laws 1917; Chapter 51, laws 1920.

State funds for maintenance - Resolution Aug. 17, 1917; Chapter 237, laws 1917.

PR 61-B

Oregon State Highway Department

Project 61-B

DEER PARK CREEK BRIDGE OVER CANYON

CREEK IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreements)

Salem, Oregon, January 25th, 1929.

22 cu. yds.	Class "A" Concrete	$ 25.00	550.00
22 " "	" "B" "	24.00	528.00
9,000 lbs.	Metal Reinforcement	.05	450.00
75 lin. ft.	Concrete Handrail	5.00	375.00
All Required	Remove old Bridge and maintain traffic		600.00
			2,499.00
	10% Engr. and Cont.		245.90
	Total		$ 2,704.90

Length of Structure 51.8 ft. 0.006 miles

Cost per mile $45,081.66

State Funds Available	$1,081.66
Federal Aid Requested	1,623.24
	$2,704.90

State funds for construction - Chapter 175, Laws 1917; Chapter 51, Laws 1920.

State funds for maintenance - Resolution Aug. 17, 1917; Chapter 237, Laws 1917.

CONTRACT #1067,1103

PR 117-D Bridge over Gate Creek 1929

1067, 1103

PR1170

November 21, 1951

Mr. D. W. Beyerlin,
Vida,
Oregon.

Dear Sir:

Receipt is acknowledged of your letter of November 19, in which you inquire whether C. M. Beyerlin was ever compensated for the gravel that the contractors got off your place for the Gate Creek bridge.

We have searched our records and fail to find where Mr. Beyerlin ever filed a claim with us against the contractor. The probabilities are that Mr. C. M. Beyerlin's agreement was with the contractor, to whom he must look for payment for the gravel taken.

Contract No. 1087, was awarded to Rigdon Brothers of Woodburn, and is for the construction of a bridge over Gate Creek at Vida on the McKenzie Highway in Lane County. In connection with this contract, Rigdon Brothers furnished the State with a bond for the protection of claims incurred against the project. This bond was written by U. S. Fidelity & Guaranty Co., for whom Walter F. Cline is agent, with offices in the Porter Building, Portland. We would suggest that C. M. Beyerlin file notice of his claim with the surety and also with the contractor and the Secretary of State, in accordance with the provisions of Chapter 280, Oregon Laws for 1951, a mimeographed copy of which is enclosed. Our records show that this contract was completed and accepted by the State Highway Commission on January 20, 1950.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1067

Vida Oreg
Nov. 19-31

Dear sir — Was C.M. Bergerhi ever compensated for the gravel the contractors got off our place for the Gate Creek bridge? I understand he had a claim in but didn't get anything and there was money held back for such purposes. I would like to know because I have an interest in it.

Yours Truly
B.M. Bergerhi
Vida
Oreg.

RECEIVED
NOV 19 1931
STATE HIGHWAY COMMISSION
OREGON

PR1178

September 15, 1930

Roy L. Houck
Independence, Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of approaches to the Necanicum and Wahanna Bridges on the Roosevelt Coast Highway in Clatsop County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

#100
208.E
Lane Co
PR 117 D

June 22, 1950

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 23rd instant inclosing three certified copies of the notice of a claim of the Andrews Equipment Company against Rigdon Bros. being in the sum of $200.95 for the rental of Air Compressers and Pneumatic Tools used by Rigdon Bros. in connection with their contract for the construction of a bridge at Gate Creek on the McMinnville Highway in Lane County.

A copy of this notice is being sent to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

June 28, 1950

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing you herewith a certified copy of a claim of the Andrews Equipment Service against Rigdon Brothers concerning which we wrote you a few days ago.

Very truly yours

Roy A. Klein
State Highway Engineer

By

E. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc Rigdon Brothers
Woodburn, Oregon

Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

June 23, 1930

Mr. H. B. Glaisyer, Chief Clerk
State Highway Department
New State Office Building
Salem, Oregon

Dear Sir:

This is to advise that we received and filed as of this date a notice of claim by Andrews Equipment Service for rental of Air Compressors and Pneumatic Tools in the amount of $200.93 against the bond taken from Rigdon Brothers, contract No. 1067.

We are enclosing a copy of this notice for your information and file together with two additional copies, one of which may be forwarded if desired to the principle in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By. Edith Libby

L:HM
encs.

ANSWERED
H. B. G.

NOTICE OF CLAIM

United States of America

STATE OF OREGON

ANDREWS EQUIPMENT SERVICE
Day or Night
CONTRACTORS EQUIPMENT
102 North Broadway
Portland, Oregon

Telephone
Day: BRoadway 7117
Night: TAbor 4844

June 20, 1930

Secretary of State
Salem, Oregon

Dear Sir:

RE: HIGDON BROTHERS
CONTRACT #1067

We wish to file with you our claim for $200.93 and interest due us from the above mentioned contractor for the rental of Air Compressors and Pneumatic Tools used on this project.

We make this a formal claim and request your acknowledgement that this claim has been properly filed.

Yours truly,

ANDREWS EQUIPMENT SERVICE

W. D. Andrews

WDS;b

NOTICE OF CLAIM

United States of America

STATE OF OREGON

ANDREWS EQUIPMENT SERVICE
Day or Night
CONTRACTORS EQUIPMENT
108 North Broadway
Portland, Oregon

File No. 838
Filed June 23, 1930, HAL E. HOSS, Secretary of State

In Testimony Whereof, I have hereunto set my hand
and affixed hereto the Seal of the State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Andrews Equipment Service for rental of Air Compressor and Pneumatic Tools in the amount of $200.93 against Rigdon Brothers, Contract No. 1067, with the original notice of claim filed in the office of the Secretary of State on June 23, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 23rd day of June, A. D. 1930.

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Andrews Equipment Service for rental of Air Compressor and Pneumatic Tools in the amount of $200.95 against Rigdon Brothers, Contract No. 1067, with the original notice of claim filed in the office of the Secretary of State on June 23, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 23rdday of June, A. D. 1930.

Hal E Hoss
Secretary of State

#1067
Lane Co
PR 117 D

June 26, 1930

U. S. Fidelity & Guaranty Company
1208 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

We hand you herewith a copy of a notice that we have received from the Andrews Equipment Service of Portland, Oregon in which they advise us of their claim against Rigdon Brothers in the sum of $200.93 for the rental of equipment in connection with Rigdon Brothers' contract for the construction of a bridge over Gate Creek on the McKenzie Highway in Lane County.

This information is given you as you appear as surety on the bond furnished by Rigdon Brothers in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S.
Encl.

cc Rigdon Brothers

June 26, 1930
June 25, 1930

Andrews Equipment Service
102 North Broadway
Portland, Oregon

Attention: W. D. Andrews

Dear Sirs:

This acknowledges receipt of your letter of the 25th instant in which you enclose your notice of claim against Rigdon Brothers in the sum of $200.93 for the rental of equipment used by Rigdon Brothers in connection with their contract for the construction of a bridge over Gate Creek on the McKenzie Highway near Vida in Lane County, Contract no. 1067.

Your official notice of claim should be filed with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

...WS, MANAGER

NDREWS EQUIPMENT SERVICE

DAY OR NIGHT

CONTRACTORS EQUIPMENT

102 NORTH BROADWAY
PORTLAND, OREGON

TELEPHONES
DAY: BROADWAY 7117
NIGHT: TABOR 4844

June 25, 1930

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention H. B. Glaisyer:

In response to your letter of June 18th we are attaching hereto affidavit of claim against Rigdon Brothers, contractors for contract #1067.

Yours truly,

ANDREWS EQUIPMENT SERVICE

BY W. D. Andrews
W. D. Andrews.

WDA:E

rec'd 6/26/30

ANSWERED H. B. G.

#1067
20PE

PR 117 D

June 25, 1930

Andrews Equipment Service,
106 North Broadway,
Portland, Oregon.

Attention: H. D. Andrews.

Gentlemen:

In response to your letter of inquiry of June 20th we wish to advise that the Rigdon Brothers contract No. 1067 - Cats Creek Bridge in Lane County was completed and accepted on January 20th, 1930. Final payment has been made on this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

M. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

ANDREWS EQUIPMENT SERVICE
DAY OR NIGHT
CONTRACTORS EQUIPMENT
102 NORTH BROADWAY
PORTLAND, OREGON

TELEPHONES
DAY: BROADWAY 7117
NIGHT: TABOR 4844

June 20, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen: RE: RIGDON BROTHERS
CONTRACT #1067

Will you please advise us if this project has been completed and if so, the date upon which official acceptance was given.

Yours truly,

ANDREWS EQUIPMENT SERVICE

W.D. Andrews
W.D.Andrews

WDA;b

#1067 - Lane - Butte Creek.
Jan 20th

PR 1170

DEPARTMENT

June 26, 1929

Andrews Equipment Service
102 North Broadway
Portland, Oregon

Attention: W. D. Andrews

Gentlemen:

In response to your request of the 20th instant we are mailing you herewith a Mimeographed copy of Section 2921 of the Oregon Laws which will give you an idea as to what kind of an affidavit of claim is requested, in order to secure a certified copy of a contract. We have no special form of our own but if you will follow the instructions given in this excerpt of the law it will be satisfactory.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claiborne
Chief Clerk

HBC:W

ANDREWS EQUIPMENT SERVICE
DAY OR NIGHT
CONTRACTORS EQUIPMENT
102 NORTH BROADWAY
PORTLAND, OREGON

TELEPHONES
DAY: BROADWAY 7117
NIGHT: TABOR 4844

June 20, 1930

Oregon State Highway Commission
Salem, Oregon

Re;Rigdon Bros.
Contract #1067

Gentlemen: ATTN. MR. H.B.GLAISYER

This will acknowledge receipt of your letter of June 18 together with copy of Bid requested for which we thank you.

We note however, that you ask for an affidavit of claim and would ask that you please advise just what kind of affidavit you desire.

Upon receipt of this information, we will gladly furnish same.

Yours truly,
ANDREWS EQUIPMENT SERVICE
W. D. Andrews
W.D.Andrews

WDA.b

ANSWERED
H. B. G.

PR1170

June 19, 1930

G. Cyrus Bishop
c/o Aetna Casualty & Surety Co.
319 Iecm Bldg.
Portland, Oregon

Dear Sirs

Replying to your inquiry of the 18th instant concerning the contract awarded to Rigdon Bros. on the McKenzie Highway in Lane County will say that this is state highway contract no. 1067 and is for the construction of the bridge over Lake Creek near Vida. The bond in connection with this was written by the United States Fidelity & Guaranty Company, Walter F. Cline, Agent, Porter Building.

In accordance with Section 2971 of the Oregon Laws, claims against contracts should be filed with the Secretary of State and not with the State Highway Commission.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT
MORGAN B. BRAINARD, PRESIDENT.

AETNAIZER
G. CYRUS BISHOP
AIMS TO PLEASE
319 YEON BLDG. BE 7381
RES. GARFIELD 4461

PORTLAND, ORE.

6/18/30.

State Highway Commission,
Salem Ore.

Gentlemen, attention Mr H.B Glassjer

re: Rigdon Bros Contract
Bridge in Lane Co.

In the latter part of 1929 or possibly in the summer, the above contractors secured a contract for the construction of a ~~contact~~ bridge on the MacKenzie Highway. Will you please inform me what surety company executed their bond? Also, is it not in order to file claims ~~against the~~ with the Secretary of State rather than with your commission?

Thank You
G. Cyrus Bishop

ANSWERED
H. B. G.

#1067

#1113

210E-1

PP1170

February 25, 1930

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1103 for the construction of the approaches to the McKenzie River and Gate Creek Bridges on the McKenzie Highway in Lane County has been completed by the contractor, Earl L. McNutt, and that final settlement will be made by the State with said contractor for work done under said contract on or after March 7th, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this notice.

For your information we wish to advise that the total amount paid in connection with this contract which will include the above final payment will be $14,393.98.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

STENCIL NO. 125

1 F 117-D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No._____

Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 117-D.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Rayfield

Encls.

10-28-29

Oregon
117 D

SPECIAL PROVISIONS

Approaches to McKenzie River and
Gate Creek Bridges

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the twenty-seventh (27th) day of June, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the grading of approaches to two bridges on the McKenzie Highway in Lane County, one of which bridges is a bridge over the McKenzie River at McKenzie Bridge Post Office (about 50 miles east of Springfield), and the other of which is a bridge over Gate Creek at Vida Post Office (about 27 miles east of Springfield).

The grading work at the McKenzie River Bridge extends from Station 30+21.6 to Station 82+00, a distance of 0.83 mile. The grading work at the Gate Creek Bridge extends from Station 1404+15 to Station 1437+70, a distance of 0.63 mile.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1929.

CLEARING AND GRUBBING

The clearing and grubbing work shall be performed in accordance with the standard specification for "Clearing and Grubbing" as given on pages 20 and 21 of the standard specification form, except that certain trees selected or to be selected by the engineer shall be left standing. At the time the contractor looks over the work prior to bidding, he will find most, if not all of the trees that are to be left in place marked either by string tied around them or by stakes nailed to them.

All brush, logs and other matter shall be cleared from around and among the trees left standing, as well as from other portions of the areas to be cleared. The clearing and

10-28-29

ORE 117D

grubbing work shall be performed in such manner that the trees which are left standing are not injured by the falling of other trees or by scorching.

Such buildings as are within the areas to be cleared, will be removed by Lane County.

CLASSIFICATION OF EXCAVATION

All pay excavation in connection with the grading of the approaches to the McKenzie River Bridge shall be classified in accord with the single classification basis of classification described on page 22 of the standard specification form.

All pay excavation in connection with the grading of the approaches to the Gate Creek Bridge shall be classified in accord with the three classification basis of classification described on page 22 of the standard specification form.

MOVEMENT OF MATERIALS ACROSS BRIDGES

Such of the materials as are to be excavated on one side of the stream and placed in embankment on the other side of the stream, shall, unless otherwise ordered by the engineer, be left unexcavated until such time as hauling over the bridges can be safely permitted. It does not appear likely that hauling over the McKenzie River Bridge can be permitted before September 15, 1929, or that hauling over the Gate Creek Bridge can be permitted before August 15, 1929.

1103
200E-1
PRINTED

December 24, 1929

The Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Earl L. Mellatt on contract No. 1103 for the construction of the approaches to the McKenzie River and Gate Creek Bridges on the McKenzie Highway in Lane County.

This payment will be made on or after January 3rd, 1930. Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiegor,
Chief Clerk.

Dict. by J. McFarland.

#1067
Lane Co

#11712

December 18, 1929

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State, we are handing you herewith a copy of a notice that has been filed in his office by the Standard Oil Company of California, being notice of their claim against Rigdon Brothers for supplies furnished them in the sum of $550.38, used in connection with Rigdon Brothers' contract for the construction of the bridge over Gate Creek on the McKenzie Highway, in Lane County.

This information is given you as you appear as surety on the bond furnished by Rigdon Brothers in connection with this project.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

cc Rigdon Bros.
Woodburn, Oreg.

December 18, 1929

Mr. Hal E. Hoss
Secretary of State
Building

Attention Miss Libby.

Dear Sir:

This acknowledges receipt of your letter of the 14th inst. in which you enclose three copies of notice of the claim of the Standard Oil Company of California against Rigdon Brothers, being in the sum of $330.38 for supplies furnished Rigdon Brothers in connection with their contract for the construction of the bridge over Gate Creek on the McKenzie Highway near Vida, in Lane County.

Copies of this notice have been mailed to the contractor and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 14, 1929

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Messrs. Dey, Hampson & Nelson, Attorneys, Portland, Oregon, and filed as of this date, a notice of claim by Standard Oil Company of California, for goods, wares and merchandise furnished in the sum of $330.38 against the bond taken from C. W. and E. L. Rigdon, doing business as Rigdon Bros., principal, and the United States Fidelity and Guaranty Company, surety, for the work of constructing a bridge over Gate Creek on the McKenzie Highway near Vide, Lane County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies , and oblige

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. G.

TO THE STATE OF OREGON, and

TO THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Standard Oil Company of California, a corporation, has a claim for goods, wares and merchandise, consisting of petroleum products in the sum of $330.38 against the bond taken from O. W. Rigdon and E. L. Rigdon, co-partners doing business as Rigdon Bros., principal, and the United States Fidelity & Guaranty Company, surety, for the work of constructing a bridge over Gate Creek on the McKenzie Highway near Vida, Lane County, Oregon.

Dated November 30th , 1929

STANDARD OIL COMPANY OF CALIFORNIA

By W. L. MUNCY
Statutory Agent and
Attorney in Fact

ENDORSED:

File No. 807
Filed December 14, 1929
HAL E. HOSS, Secretary of State.

#1067

PORTLAND 104

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2830

WALTER F. CLINE
ASSISTANT MANAGER

PORTLAND, OREGON,
December 2nd, 1929.

RECEIVED
DEC 3 1929
OREGON

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen: Re: #39-12-452-29 - Rigdon Bros.

The above bond executed on February 13, 1929, covers contract for the construction of a bridge over Gate Creek at Vida, on the McKenzie River Highway in Lane County, Oregon.

We are enclosing our form inquiry which we kindly ask you to complete and return to us, showing the present status of this contract.

Thanking you for your early attention to this matter, we remain,

Yours very truly,

C. O. Price

Manager.

CS-

Form 30—D-12[illegible]—191—4-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED

State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 30,1929, 192...

Job name McKenzie Bridge Approaches

Week from Nov 23 to Nov 30

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane

Job prefix 20 PT- 1

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has very nearly finished grading on theis section and expects to be all cleaned up by Monday . He is leveling grade and hauling boulders away with stone boat. Also shooting some boulders in ditches . This section was difficult to finish as account of the large boulders wcattered through all the lmaterial. On the east side of the bridge cement gravel was also encounterad.

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 39—D-13 (—4M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

State Highway Engineer

Date Nov. 16,1929, 193

Job name Gate Creek Bridge Approaches *Week from* Nov. 9 *to* Nov. 16

Mail address

Highway McKenzie *Telegraph or telephone address*

County Lane *Job prefix* 20 PE -1 *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

No rock was placed this week as it was impossible to get any from the Mc Ky plant of the proper size . As soon as the plant produces the material will get top on. Road is in fairly good shape as it is however.

Th One of the men that I had working hauling filler fell off the wagon the other day and hurt himself so he is now in the hospital.

I expect Earl McNatt's office man in today with details of the accident ,etc.

(See back of this sheet for instructions and detailed information)

Signed A. L. Fischburg

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ..... 0.635 .....

Miles completed 0.635

Miles completed except finishing ..... 0. .....

Total cubic yards in project ..... 8,700 .....

Cubic yards moved to date 8,700

Miles covered by contractor's forces .....

Miles cross-sectioned ..... 0.635 .....

Miles cross-sections completed and checked 0.635

Miles to be remeasured .....

Numbe- men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about ..... Nov. 15,1930 .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

117-D

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P.117-D and [redacted]

Post Office Building
Portland, Oregon.

Nov. 12, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modification of [redacted] project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By [redacted]

L. J. Caufield
Highway Engineer.

For

Apr 5171

Oregon Federal Aid Project No. 117, Section D.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 8, 1929, by the State Highway Commission of Oregon, and on May 2, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section D; and

WHEREAS, the said State Highway Commission has requested approval of a revisions of the plans, specifications and estimates approved for said Section D, to provide for the construction of roadway approaches to the bridge across Gate Creek, between survey stations 1404+15 and 1437+70, thereby increasing the length of said Section D from 0.034 of a mile to 0.635 of a mile; and by reason thereof has requested that the estimate of cost approved for said Section D be increased from $18,713.75 to $25,170.75, and that the Federal funds approved and set aside to the credit of said Section D be increased from $11,645.56 to $15,663.75:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for Section D of said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of fifteen thousand, six hundred sixty-three and 75/100 dollars ($15,663.75) as the share of the United States payable under said act on account of Section 9 of said project, which does not exceed the authorized federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following bridge and approaches as described in detail in said surveys, plans, and specifications:

Bridge across Cole Creek, and roadway approaches thereto between survey station [illegible] in Section 27, and survey station [illegible] in Sec. 28, T.14 S., R.48 W., 6th P.M., terminal points, a distance of [illegible] of a mile, known locally as the Belleville Highway between Depere and Belleville Bridge, Leon County, being Section 1 of Bridge Project No. 837, consisting of [illegible] of a mile of roadway, and one bridge of more than 20 ft. clear span [illegible] of a mile in length."

Paragraph (d) of Article III shall be and is hereby eliminated and

in Article III sub. to other paragraphs (a) and (b) to read

respectively:

"(a) The estimate of cost and the amount of federal aid approved to be expended and for the period of time [illegible] for said project covered by this agreement are, respectively, as follows: roadway approved estimate $ 4,457.00, Federal Aid $1,000.00; one bridge, approved estimate $11,706.75, Federal Aid $11,000.00."

"(b) The Federal appropriation above agreed to, shall [illegible] a reimbursable like other expenditures of the improvement under [illegible] this agreement. It will not exceed 40% of the [illegible] of Section 9 of said Act, upon the final completion of the project and certificate of all expenditures [illegible] and provided future appropriations [illegible] continue thereof."

Article I shall read

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of fifteen thousand, six hundred sixty-three and 75/100 dollars ($15,663.75), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-five thousand, one hundred seventy and 75/100 dollars ($25,170.75), the approved total estimated cost of Section D of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 26th day of August, 1929, and the Secretary of Agriculture on the 28th day of October, 1929.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By C H Gram
Member, State Highway Commission

By _____
Member, State Highway Commission

R. A. Hurlaf
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 117, Section D.

EXECUTE AGREEMENTS FOR AUTHORITY OF HIGHWAY DEPARTMENT TO SEE PROJECT NO. 112

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a [redacted] bridge across Gate Creek, and roadway approaches thereto, between survey station 1404+15 in Sec. 27, and survey station 1437+70 in Sec. 28, T.16 S., R.2 E., W.M.,

locally known as the McKenzie Highway between Eugene and McKenzie Bridge, Lane County,

and designated in the records of this Department as Section D of Project No. 117, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $25,170.75 in lieu of the $11,645.56 approved by Certificate of May 2, 1929, Section D of as the total estimated cost of said project, and the sum of $15,663.75/ Section D of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the [redacted] percent of said total estimated cost.

Done at the city of Washington, this 28th day of October one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. R. Deneale
Acting Secretary of Agriculture.

126

#1047
Lane Co
PR 1170

October 22, 1929

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Attention: Mr. Walter F. Cline.

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Mr. George VanKoten, Riddle, Oregon, in which he advises us of his claim against Rigdon Brothers, being for balance due of $65.00 for furnishing of gravel which was used in connection with the construction of the bridge over Cate Creek on the McKenzie Highway in Lane County, which contract was awarded to Rigdon Brothers by the State Highway Commission.

Check 10/19/29

This information is given to you as you appear as surety on the bond furnished by Rigdon Brothers in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By H B Claisyer

H. B. Claisyer
Chief Clerk

HBC:EF
cc Rigdon Bros.
Woodburn, Oreg.

COPY

Riddle, Oregon
October 21, 1929

State Highway Commission
Salem, Oregon

Gentlemen:

I have an unpaid claim against C. W. Rigdon, Woodburn, Oregon, for the amount of $65.00, which represents the balance due me on contract for gravel used in the construction of the Vida bridge.

I have written the above party a number of times regarding this matter, and also drew a sight draft on him through the Bank of Woodburn, without results.

Will you kindly advise me regarding the bondsmen covering this particular job, so I may take this matter up with them, and oblige

Yours very truly

(Sgd.) GEO. VANKOTEN
George VanKoten
Riddle, Oregon

#1061
20PE

October 22, 1929

Mr. George VanEaton
Fiddle, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 21st inst. advising us of your claim against C. W. Rigdon, in the sum of $65.00 for gravel furnished in connection with his contract for the construction of a bridge over Cats Creek near Vida, and requesting the name of the surety on the bond furnished by Mr. Rigdon in connection with this work.

The work referred to is State Highway Contract #1067, which contract was awarded to Rigdon Brothers, at Woodburn, Oregon. The bond was written by the United States Fidelity and Guaranty Company, for whom Walter F. Cline is local agent, with offices in the Porter Building, Portland, Oregon.

To more fully protect yourself, we would suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:KF

October 22, 1928

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Attention: Mr. Walter F. Cline.

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Mr. George VanKoten, Riddle, Oregon, in which he advises us of his claim against Rigdon Brothers, being for balance due of $65.00 for furnishing of gravel which was used in connection with the construction of the bridge over Cate Creek on the McKenzie Highway in Lane County, which contract was awarded to Rigdon Brothers by the State Highway Commission.

This information is given to you as you appear as surety on the bond furnished by Rigdon Brothers in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc Rigdon Bros.
Woodburn, Oreg.

Riddle, Oregon
October 21, 1929

State Highway Commission
Salem, Oregon

RECEIVED
OCT 22 1929
OREGON

Gentlemen:

I have an unpaid claim against C.W.Rigdon, Woodburn, Oregon, for the amount of $65.00, which represents the balance due me on contract for gravel used in the construction of the Vida bridge.

I have written the above party a number of times regarding this matter, and aldo drew a sight draft on him through the Bank of Woodburn, without results.

Will you kindly advise me regarding the bondsmen covering this particular job, so I may take this matter up with them, and oblige

Yours very truly

Geo VanKoten

George VanKoten
Riddle, Oregon

#1067

#1067
Lane Co

PR1178

September 28, 1929.

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Pester Building,
Portland, Oregon.

Gentlemen:

This letter is to inform you that we have today received a notice from Mr. Charles A. Hardy, Attorney at Eugene, Oregon, in which he informs us that Rigdon Brothers have a past due account with R. A. Babb Hardware Company of Eugene, amounting to $82.00, same being for material furnished and used in connection with the Gate Creek Bridge on the McKenzie Highway in Lane County. The contract for which was awarded to Rigdon Brothers by the State Highway Commission.

Very truly yours,

BOY A. KLEIN,
State Highway Engineer.

By
H. B. Claiborne,
Chief Clerk.

HBC:MK
cc Rigdon Bros.

September 28, 1929.

Mr. Charles A. Hardy, Attorney,
United States National Bank Building,
Eugene, Oregon.

Dear Sir:

Replying to your inquiry of the 27th inst., concerning payment to Rigdon Brothers in connection with their contract for the Gate Creek Bridge on the McKenzie Highway in Lane County, wish to say that final payment has not yet been made for this work. Semi-final payment in the sum of $1,083.48 will be released to them on October 5, 1929. This payment has been assigned to the Bank of Woodburn. We expect that final payment will be made within the next thirty days, but the amount of this final payment is not known at the present time.

The bond furnished by Rigdon Brothers in connection with this contract was written by the United States Fidelity & Guaranty Company, for which Walter F. Cline is agent with offices in the Porter Building, Portland, Oregon. This bond is offered for the protection of your claim mentioned in your letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By
H. B. Glaisyer,
Chief Clerk.

HBG:MK

#1067

CHARLES A. HARDY
ATTORNEY

UNITED STATES NATIONAL BANK BUILDING
TELEPHONE 187

EUGENE, OREGON September 27, 1929.

Secretary State Highway Commission,
Salem, Oregon.

Dear Sir:

Rigdon Bros., have a past due account amounting to $82.60 with the R. A. Babb Hardware Co., of Eugene for material that went into the Gate Creek Bridge on the McKenzie Highway in this county, and which was a State highway job.

Will you kindly advise me whether the final has been paid on this job and also the name and address of the surety on the Rigdon Bros. bond? If there is a balance in yours hands sufficient to pay out the labor and material will you kindly advise me as to whether it will be sufficient to file a claim with the State Highway Commission or whether I must look to the surety on the bond for payment.

Yours very truly,

CAH/J

Charles A. Hardy

Semi-final Est. in amt. $1,083.48 is assigned to Bank of Woodburn and will be mailed to them on Oct, 5th.
Surety is:- United States Fidelity & Guaranty Company,
Walter F. Cline, Agt. Porter Bldg., Portland.

Final will be paid within next 30 days. Amount of final not known at this time.

DR-117-D

August 2, 1929

Mr. H. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 8000
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate as basis for modified agreement covering the Gate Creek Bridge Section, Project No. 119-D.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

J. W. Nash
Asst. Office Engr.

Incl.
JWN:AF

Oregon State Highway Department — Project No. 117-B

GATE CREEK BRIDGE SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, August 2, 1929

Structure

220 cu. yds.	Excavation	$ 6.00	$ 1,320.00
20 cu. yds.	Excavation below plans	7.00	140.00
260 cu. yds.	Class "A" Concrete	22.00	5,720.00
115 cu. yds.	Class "D" Concrete	23.50	2,702.50
50 cu. yds.	Seal Concrete	19.00	970.00
98,000 lbs.	Metal Reinforcement	.045	4,410.00
370 lin. ft.	Concrete Handrail	5.00	1,850.00
All Required	Remove old bridge and maint. traffic		300.00
	Sub-total		$17,012.50
	10% Engr. & Cont.		1,701.25
	Total (Structure)		$18,713.75

Length of structure, 180 ft. 0.034 miles
Cost per mile, $550,404.41

Roadway

All Required	Clearing and Grubbing	$	$ 400.00
4,000 cu. yds.	Common Excavation	.30	1,200.00
1,800 cu. yds.	Intermediate Excavation	.70	1,260.00
2,900 cu. yds.	Solid Rock Excavation	.70	2,030.00
19,000 yd. sta.	Overhaul	.03	570.00
90 lin. ft.	18-inch Concrete Pipe	1.00	90.00
140 lin. ft.	18-inch Concrete Pipe	2.00	320.00
	Sub-total		$ 5,870.00
	10% Engr. & Cont.		587.00
	Total (Roadway)		$ 6,457.00

Length of Project (Gross)	0.635 miles
Length of Bridge	.034 miles
Length of Roadway (Excluding Br.)	0.601 miles
Cost per mile (Roadway)	$10,743.76

SUMMARY

Item	Total	State Funds	Federal Aid
Gate Creek Bridge	$18,713.75	$7,668.19	$11,045.56 (62.83%)
Roadway	6,457.00	2,438.81	4,018.19 (62.23%)
	$25,170.75	$9,507.00	$15,663.75

PR-117-D

June 25, 1929

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon

Dear Sir:

Herewith are inclosed six copies of estimate accompanying plans for theGate Creek Bridge Section, Project No. 117-D.

One set of original cross sections and three sets of blue print plans are likewise being forwarded.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Incl.
Dict. by J. W. Nash/MF

Oregon State Highway Department — Project No. 117-B

GATE CREEK BRIDGE SECTION OF THE McKENZIE HIGHWAY

IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, June 24, 1929

All Required		Clearing and Grubbing		$ 1,000.00
4,000	cu. yds.	Common Excavation	$ .40	1,600.00
1,800	" "	Intermediate Excavation	.60	1,080.00
2,900	" "	Solid Rock Excavation	1.00	2,900.00
19,000	yd. sta.	Overhaul	.03	570.00
90	lin. ft.	12" Concrete Pipe	1.50	135.00
160	" "	18" " "	2.50	400.00
		Sub-total		$ 7,685.00
		12% Engr. & Cont.		768.50
		Total		$ 8,453.50

Length of Project 0.638 miles (gross)
" " Bridge 0.034 "
" " Roadway 0.601 " (net)
Cost per mile (excluding bridge) $14,065.72

State Funds Available $5,260.61
Federal Aid Requested 3,192.89 (62.23%)
$8,453.50

June 21, 1929.

Mr. W. E. Lynch, District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 5900,
Portland, Oregon.

Dear Sir:

Enclosed herewith are five sets of special provisions covering the Gate Creek Bridge Section, Project No. 117-D. Two sets of blue print plans are being sent under separate cover. The estimate accompanying the plans and the additional copies of the plans will be sent in the next day or so.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

by

S. H. Probert,
Office Engineer.

Encl.
Dict. by J. W. Nash.
KH

July 24,1929

Earl L. McNitt,
2515 Broadway,
Eugene, Oregon.

Dear Sir:

Enclosed herewith please find fully executed copy of contract #1103 which was awarded to you by the State Highway Commission covering 1.46 miles of grading of the approaches to the McKenzie River and Cate Creek Bridges on the McKenzie Highway in Lane County .

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk.

JB
enc

Form 30—D-12397—4M—1-29.

PR 1170

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Job name McKenzie Bridge Approaches

Date July 20,1929

Week from July 13. to July 20

Mail address Box 404 Eugene

Highway McKenzie

Telegraph or telephone address

County Lane Job prefix 20 PF-1 Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor started a crew of 6 men clearing right of way on this jab last Monday mrning and is working from sta 40 - 55, brushing out and falling timber. He has also burned sta 50 - 55 . The first burning was done yesterday it being a cloudy day with high humidity

He has a Pacific Northern pump and 500 feet of 1 ½ inch hose all new, which equipment I was assured by Mr. McDuff is very satisfactary . Pump is efficient and is easily portable weighing only 80 pounds.

(See back of this sheet for instructions and detailed information)

Signed H N Libby

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ..... 2.8.7 .....

Miles completed .....

Miles completed except finishing ..... 0 .....

Total cubic yards in project .....

Cubic yards moved to date ..... 3,300 ..... 0 .....

Miles covered by contractor's forces ..... 0.4 .....

Miles cross-sectioned .....

Miles cross-sections completed and checked ..... 0 .....

Miles to be remeasured ..... 0 .....

Number men in Engineering Party .....

Contractor's average force for week ..... 6 ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulder's completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* ..... 0 .....
2. ..... *Percentage* ..... 50 .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR1170

Form 39—D-12237—6M—4-39.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 1[illegible],1939, 193...

Job name Gate Creek Bridge Approaches — Week from July 6 to July 13

Mail address Box 04, Eugene, Ore.

Highway McKenzie — Telegraph or telephone address

County Lane — Job prefix 40 FE - 1 — Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has sub - let this job to J. C. Strum, who got on the ground Monday morning and started clearing and now has cleared from sta 1404 to sta 1414, and has cut timber through structure just at bridge.

He is using two D.W.10 tractors and tumblebug scrapers and expects to work three shifts a day.

Engineering party has cross - sectioned at 1404 to st. 1414 and from 1420 to sta. 1430.

RECEIVED
[illegible]
DIVISION ENGINEER
[illegible]

(See back of this sheet for instructions and detailed information)

Signed H. W. Libby

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project 0.636

Miles completed .....

Miles completed except finishing 0

Total cubic yards in project 8700

Cubic yards moved to date .....

Miles covered by contractor's forces 0

Miles cross-sectioned 0/30

Miles cross-sections completed and checked 0.40

Miles to be remeasured .....

Number men in Engineering Party 0

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* 15
3. ..... *Percentage* 15
4. ..... *Percentage* 30

PORTLAND 104

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

WALTER F. CLINE
ASSISTANT MANAGER

C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2830

PORTLAND, OREGON.

June 26th, 1929.

H. B. Glaisyer, Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: Re: #39-12-452-29 - Rigdon Bros.

The above bond executed on February 13, 1929, covers contract for the construction of a bridge over Gate Creek at Vida, on the McKenzie River Highway in Lane County, Oregon.

We are enclosing our form inquiry which we kindly ask you to complete and return to us, showing the present status of this contract.

Stamped and addressed envelope is also enclosed, and thanking you for your attention to this matter, we remain,

Yours very truly,

Manager.

CS-

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. 117-D

Post Office Building
Portland, Oregon.

May 16, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
L. J. Caufield
Highway Engineer

Encl.

HSO:JS

Chief Clerk

A4yw 5171

Form P. R. 2

State Oregon

Project No. 117, Section D.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

EBC:JB

Chief Clerk

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of April, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of September, 1927, a project statement, which was approved by the Secretary on the 24th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 29th day of January 19 29, and approved by the Secretary on the 2nd day of May, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, six hundred forty-five and 56/100 Section D of dollars ($ 11,645.56) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

HEG:JB

Chief Clerk

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon completion of the improvement contemplated under this agreement [illegible] suitable road connections between the ends of the bridge [illegible] to the east and west.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ____ of ____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ____

(State how placed under direct control of Highway Department)

*(c) ____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~road~~ bridge, as described in detail in said surveys, plans, and specifications:

~~Between~~ Bridge across Gate Creek between survey stations 1413+75 and 1415+68 in Sec. 28, T.16 S., R.2 E., W.M.,

____ terminal points, a distance of 0.034 miles, known locally as the Gate Creek Bridge on the McKenzie Highway between Eugene and McKenzie Bridge, Lane County, being Section D of Oregon Federal Aid Project No. 117, consisting of one bridge of more than 20 ft. clear span only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ~~Chap. 175, Laws of 1917; Chap. 32, Laws of 1920.~~
(Include amount, date, and citation of

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon completion of the improvement contemplated under this agreement it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of eleven thousand, six hundred forty-five and 56/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighteen thousand, seven hundred thirteen and 75/100 dollars, the approved total estimated cost of Section D of said project.

8—5813

By

H. R. Chaisyer
Chief Clerk

HBO:JS

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____ STRICKEN OUT _____

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____

(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**

(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, and funds which have been or will be made available therefor by said State in the manner hereinafter set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws 1917.**

(Include reference to statute authorizing funds and probable amount annually)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 2nd day of May, 1921

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL] By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

8—5518

Acting Secretary of Agriculture.

H. H. Chaiyer
Chief Clerk

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~road~~ bridge across Gate Creek between survey stations 1413+75 and 1415+55 in Sec. 28, T.16 S., R.2 E., W.M., locally known as the Gate Creek Bridge on the McKenzie Highway between Eugene and McKenzie Bridge, Lane County, and designated in the records of this Department as Section D of Project No. 117, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 18,713.75 as the total estimated cost of Section D of said project, and the sum of $ 11,645.56 as the share of the United States, payable under said acts on account of Section D of such project, which does not exceed authorized Federal pro rata share the ~~percentage~~ of said total estimated cost.

Done at the city of Washington, this 2nd day of May one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4820

HBC:JB

H. B. Glaisyer
Chief Clerk

PRINTED

May 1st, 1929

Standard Oil Company of California,
P. O. Drawer 119
Portland, Oregon.

Gentlemen:

Attention: Mr. F. M. Bring.

Replying to your inquiry of the 30th ultimo concerning contract awarded to Rigdon Brothers for construction of a bridge over Gate Creek on the McKenzie Highway, have to advise as follows:

1. This contract is for construction of a bridge over Gate Creek on the McKenzie Highway near Vida.

2. This is contract No. 1067.

3. Amount of contract $17,012.50 .

4. Payments to be made monthly on vouchers prepared by the State Highway Commission, state pays 75% on state vouchers, county pays 25% on county vouchers. 10% of the amount earned to retained until this amount equals 7½% of the total amount of the contract, at which time no increase in retained percentage will be made.

5. Bond was written by the U. S. Fidelity&Guaranty Company, Walter F. Cline, agent, Porter Building, Portland, Oregon.

6. Amount of bond $17,012.50.

7. Completion date is June 30, 1929.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JB

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG.
306 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
S. E. NORD
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

April 30, 1929.

Rigdon Bros., Woodburn, Oregon

State of Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

The firm of Rigdon Bros., we understand, has recently been awarded the contract in connection with the construction of the Gate Creek bridge on the McKenzie Highway. As we are furnishing petroleum products to be used in connection with this work, we are interested in receiving the following information:

#1067

1. Description and location of the work.
2. Contract number.
3. Amount of the contract.
4. Manner in which the contract provides for payment and how much of the contract price is withheld.
5. Name and address of the bondsmen furnishing the material men bond.
6. The amount of the bond.
7. The limit to the contractor or estimate of completion date.

We wish to thank you for furnishing us with this information and for your convenience in replying, we are inclosing a stamped and addressed envelope.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager.

By W. L. Muncy

CDE:LC
Inc.

ANSWERED
H. B. C.

1516 56 PRINTED

NOTED

PRELIMINARY ESTIMATE OF COST
GATE CREEK BRIDGE APPROACHES
McKENZIE HIGHWAY, LANE COUNTY

Length 0.635 miles — 28' Roadbed — April 19, 1929

Item	Quantity	Unit	Unit Price	Amount
Clearing & Grubbing	All Required			$1,000.00
Excavation, Common	4,000	cu. yds.	.40	1,600.00
Excavation, Intermediate	1,800	" "	.60	1,080.00
Excavation, Solid Rock	2,900	" "	1.00	2,900.00
Overhaul	19,000	yd. sta.	.03	570.00
12" concrete pipe	160	lin. ft.	1.25	200.00
				$7,350.00
Plus 10% for engineering and contingencies				735.00
Estimated cost of grading				$8,085.00
0.635 miles surfacing at $7500.00 per mile				4,765.00
Total estimated cost Grading and Surfacing.				$12,850.00

(Station 1404+15 to Station 1437+70)

Corrected Estimate

F.C. F.C. PRINTED NOTED

PRELIMINARY ESTIMATE OF COST
McKENZIE BRIDGE APPROACHES
McKENZIE HIGHWAY, LANE COUNTY

Length 0.83 miles — 30' Roadbed — April 13, 1929

ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
Clearing & Grubbing	All Required			$2,000.00
Excavation, single class.	9,800	cu. yds.	.50	4,900.00
Overhaul	18,300	yd. sta.	.03	549.00
12" concrete pipe	100	lin. ft.	1.25	125.00
18" " "	200	lin. ft.	2.00	400.00
30" " "	50	lin. ft.	3.50	175.00
				$8,149.00
Plus 10% for engineering and contingencies				851.00
Estimated cost for grading				$9,000.00
0.83 miles surfacing at $7500.00 per mile				6,225.00
Total estimated cost grading and surfacing.				$15,225.00

FORM S 5-1 1000 8-27

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 1178

OREGON STATE HIGHWAY COMMISSION

OFFICE OF J. S. SAWYER, DIVISION ENGINEER
SALEM

NOTED
State Highway Engineer

April 18, 1929.

~~20-YY~~

Mr. Roy A. Klein,
State Highway Engineer,
Office.

Dear Sir:

Attached hereto please find detail preliminary estimate of cost of the grading and surfacing of the Gate (1178) Creek Bridge approach Section and the McKenzie (1178) Bridge bridge section of the McKenzie Highway.

Very truly yours,

J. S. Sawyer
Division Engineer.

JSS:JS
enc

PR

PRELIMINARY ESTIMATE OF COST

GATE CREEK BRIDGE APPROACHES

McKENZIE HIGHWAY, LANE COUNTY

Length 0.935 Miles — 28' Roadbed — April 18, 1928.

Item	Quantity	Unit	Unit Price	Amount
Clearing & Grubbing	All Required			$1,000.00
Excavation, Common	4,900	cu. yds.	.40	1,960.00
Excavation, Intermediate	2,540	" "	.60	1,524.00
Excavation, Solid Rock	3,580	" "	1.00	3,580.00
Overhaul	19,600	yd. sta.	.03	588.00
12" concrete pipe	180	lin. ft.	1.25	225.00
				$8,877.00
Plus 10% for engineering and contingencies				883.00
Estimated cost of Grading				$9,760.00
0.935 miles surfacing at $7500.00 per mile				7,015.00
Total estimated cost Grading and Surfacing.				$16,775.00

PRINT-D

February 7, 1929

Hon. County Court of Lane County
Eugene, Oregon

Gentlemen:

There is handed to you herewith in quadruplicate a form of resolution which we have prepared to cover the cooperation between Lane County and the State in connection with the construction of the bridge over Gate Creek on the McKenzie Highway at Vida. This contract was awarded to Rigdon Brothers of Woodburn, Oregon, by the Highway Commission on January 29, 1929.

If this resolution has been prepared in conformance with your understanding will you please sign all four copies and return three of them to this office? The fourth copy you may retain for your records and files. Upon receipt of the three copies we shall be pleased to furnish you an executed copy of the contract awarded to Rigdon Brothers.

Will you please also make this resolution a matter of record in the minutes of your County Court proceedings?

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR-117D

Feb. 4, 1929.

Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for project agreement, covering the Gate Creek Bridge, Oregon Project 117-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

Office Engineer.

Dictated by
J. E. Nash.

encl.

Oregon State Highway Department — Project 11F-9

GATE CREEK BRIDGE ON THE McKENZIE HIGHWAY

IN LANE COUNTY

(Estimate as basis for project agreement. Based on contract prices)

Salem, Oregon. Feb. 4, 1925.

230	cu. yds.	Excavation	$6.00	$1,380.00
20	" "	Excavation below plane	7.00	140.00
600	" "	Class "A" concrete	22.00	5,720.00
116	" "	Class "D" concrete	23.00	2,702.00
80	" "	Seal concrete	10.00	570.00
90,000	lbs.	Metal Reinforcement	0.045	4,050.00
200	lin. ft.	Concrete handrail	5.00	1,000.00
All required		Remove old bridge and maintain traffic		900.00
				17,052.00
		10% Engr. and Cont.		1,701.98
		Total		$18,753.98

Length of structure 120 feet. 0.022 miles.

Cost per mile. $830,625.00.

State funds available $7,003.19

Federal aid requested 11,443.26 (62.25%)

$18,753.98

State funds for construction. - Chapter 178 , laws 1917; Chapter 81, laws 1920.

State funds for maintenance. - Resolution, Aug. 17, 1917; Chapter 237, laws 1917.

PR-117-D

Oregon State Highway Department — Project 117-D

GATE CREEK BRIDGE ON THE

McKENZIE HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, Jan. 25, 1928.

220 cu. yds.	Excavation	5.00	$900.00
20 " "	Excavation below plans	6.00	120.00
280 " "	Class "A" Concrete	21.00	5,460.00
115 " "	" "B" "	22.00	2,530.00
20 " "	Seal Concrete	18.00	480.00
98000 lbs.	Metal Reinforcement	.06	4,900.00
870 lin. ft.	Concrete Handrail	2.00	1,950.00
All Required	Remove old bridge and maintain traffic		900.00
			$ 18,470.00
	10% Engr. and Cont.		1,647.00
	Total		$ 10,117.00

Length of Structure 180 feet = 0.022 miles

Cost per mile $823,500.00

State funds available, $6,842.80

Federal Aid requested 11,274.20 (62.2%)

$18,117.00

State funds for construction - Chapter 175, Laws 1917; Chapter 81, Laws 1920.

State funds for maintenance - Resolution Aug. 17, 1917; Chapter 237, Laws 1917.

CONTRACT# 1068,

PR 117-E Bridge over McKenzie River 1929

1063. [redacted]

#1068

March 5, 1930

National Surety Co.
525 Corbett Bldg.
Portland, Oregon

Attn Mr. M. D. White, Adjuster.

Gentlemen:

This letter is to acknowledge receipt of yours of the 1st inst. advising that you had paid the claim of Mr. S. Reid against the Northwest Contract Company in full, and in which letter you enclose a receipt for $525.88, the amount of the force account bill that was not receipted for on the final estimate.

We are now passing the state voucher on to the Secretary of State for payment. The county voucher I have instructed our auditor to mail to you so that you can present it to the County Clerk of Lane County for payment. These two vouchers have been written up payable to the Northwest Contract Company, assigned to the National Surety Company, in accordance with the provisions of the two assignments that were enclosed in your letter.

The warrant covering the State's portion of this payment will be mailed direct to you upon receipt of the same from the Secretary of State. We anticipate that this will be not later than Wednesday of this week.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:KF

...rman Wm. B. Joyce, Chairman C. A. St. John, President

National Surety Company

Capital $15,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

OREGON BRANCH OFFICE
M. D. WHITE, ADJUSTER
523 CORBETT BUILDING
PHONE ATWATER 2191

PORTLAND, OREGON
March 1, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Atten: Mr. Glaisyer

We have paid O. Reid the sum of $1,301.25, the full amount of his claim against the Northwest Contract Co. for work on the McKenzie Bridge. Mr. Reid's receipt for $525.88 of that amount is enclosed.

I am also enclosing assignments to National Surety Company of the final payments on this bridge.

Yours very truly,

M. D. White

MDW:W
Encl.

ADJUSTER

ANSWERED
H. B. C.

We bond more people than any other company in the world.
We own and operate New York Indemnity Co. writing surety, fidelity, plate glass, accident, automobile and other casualty lines.

#1068

Line Co

PRIVATE.

February 18, 1930

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention: Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 14th inst. enclosing three certified copies of the claim of Mr. O. Reid against the Northwest Contract Company, being for services rendered this company in connection with its contract for the construction of a bridge over the McKenzie River on the McKenzie Highway in Lane County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

February 15, 1950

National Surety Co.
W. B. Gilham, Agent
Corbett Building
Portland, Oregon

Gentlemen:

In response to the request of the Secretary of State, we are handing you herewith a certified copy of the claim of Mr. O. Reid against the Northwest Contract Company, which same has been filed in his office.

This information is given you as you appear as surety on the bond furnished by the Northwest Contract Company in connection with this particular contract which is for the construction of a bridge over the McKenzie River on the McKenzie Highway in Lane County.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glainyer
Chief Clerk

HBG:EF
cc Northwest Cont. Co.

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 14, 1930

RECEIVED
FEB 17 1930
OREGON
AUDITOR GEN'L

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date, a notice of claim by O. Reid for gunite work and plastering furnished in the sum of $1,685.25 against the bond taken from the Northwest Contract Company, contractors, and National Surety Company, for the work of building a bridge over the McKenzie River at McKenzie Bridge, Oregon, contract No. 1068.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

Feb 5th, 1930

To the State of Oregon

Notice is hereby given that the undersigned O. Reid Has a claim for Gunite work and Plastering on thr McKenzie River Bridge. In the sum of One thousand Six hundred and - Eighty five Dollars and Twenty five Cents. ($1685.25)

Against the Bond taken from the Northwest Contract Co. - Contractors and the National Surety Co. For the Work of - Building a Bridge over the McKenzie River. At the town of Mc.Kinzie Bridge Oregon. That the State Highway Bridge department contract No was #1068.

The petitioner swears that no money has been paid him on this contract. Also that the statement following clearly states the nature of the work done. unite prices for same. Deductions and credits allowed for Materials which were used from stock on the job. and And balance due.

1008 Sq.ft.	3/4"Gunite	at 25¢ -		$ 252.00
3027 " "	1" "	" 30¢ -		908.10
Extra work order for plastering		-		525.88
				$1685.98

Credits.

80 Bbls cement	at	$3.65-	$294.73	
36 Yds sand	at	2.50-	90.00	
			$ 384.73	$1685.98
				384.73
		Balance due		$1301.25

Petitioners Signature

O. REID

1067 E. 28.St No

Portland Ore

Witness

(SEAL)

DONALD J. LIND
Notary Public for Oregon
My commission expires January 9, 1932.

ENDORSED:
File No. 821
Filed February 14, 1930, HAL E. HOSS, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by O. Reid for gunite work and plastering furnished in the sum of $1,685.25 against the bond taken from the Northwest Contract Company, contractors, and the National Surety Company for the work of building a bridge over the McKenzie River at the town of McKenzie Bridge, Oregon, Contract No. 1068, with the original notice of claim filed in the office of the Secretary of State on February 14, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 14th day of February, A. D. 1930.

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by O. Reid for gunite work and plastering furnished in the sum of $1,685.25 against the bond taken from the Northwest Contract Company, contractors, and the National Surety Company for the work of building a bridge over the McKenzie River at the town of McKenzie Bridge, Oregon, Contract No. 1068, with the original notice of claim filed in the office of the Secretary of State on February 14, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 14th day of February, A. D. 1930.

Hal E Hoss

Secretary of State

#1968
Lane Co
PRIVATE

February 15, 1930

National Surety Co.
W. B. Gilbert, Agent
Corbett Building
Portland, Oregon

Gentlemen:

Attached hereto is a statement we have today received from Mr. O. Reid, Portland, who did some subcontract work for the Northwest Contract Company in connection with its contract for the construction of the bridge over the McKenzie River at McKenzie Bridge in Lane County.

You will note that Mr. Reid's claim is in the sum of $1,301.25, as you have been previously notified.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBGlaMF
cc Northwest Cont. Co.

February 15, 1930

Mr. O. Reid
1067 E. 25d St. N.
Portland, Oregon

Dear Sir:

This acknowledges receipt of your notice dated February 5, 1930, advising us of your claim in the sum of $1,301.25 against the Northwest Contract Company, being for services rendered this company in connection with its contract for the construction of a bridge over the McKenzie River at McKenzie Bridge in Lane County.

We are today notifying the Northwest Contract Company and the surety on its bond of the existence of this claim. If you have not already done so, suggest that you also take the matter up with the bonding company, who in this instance is the National Surety Company, for whom E. B. Gilham is the resident agent with offices in the Corbett Building, Portland.

The Northwest Contract Company have assigned all moneys due them on this job to the surety company, and it is our understanding that the surety company have it in mind to pay your claim as soon as they receive final payment from the highway department. This should be effected in the near future.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

APR 4 1930
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Feb 5th. 1930

The State of Oregon

Notice is Hereby given that the undersigned O. Ruid has a claim for Gunite work.and Plastering on the McKenzie River Bridge. in the sum of One thousand Six hundred and - Eighty five Dollars and Twentyfuve Cents. ($1685.25)

Against the Bond taken from the Northwest Contract Co. - Contractors and the National Surety Co. For the work of - Building a Bridge overthe McKenzie River. At the town of - McKenzie Bridge. Oregon. That the State Highway Bridge De- Partment contract No. was #1068.

The Petitioner swears that no money has been paid him on - this contract. Also that the statement following,clearly clearly sets forththe nature of the work done. Unit prices for same Deductions and credits allowed for Materials which were used from stock on the job. and Balance due.

1008 Sq.ft. 3/4" Gunite at 25¢-		$252.00
3027 " " 1" " " 30¢-		908.10
Extra work order for Plastering		525.88
		$ 1685.98

Credits

80½ Bbls cement at $3.65 .-	$294.73	
36 Yds sand at 2.50 -	90.00	
	384.73	$ 1685.98
		384.73
Balance due		$ 1301.25

Petioionars Signature

O. Ruid
1067 E23st No.
Portland Ore.

Witness

David J. Luid
NOTARY PUBLIC FOR OREGON
MY COMMISSION EXPIRES JANUARY 9, 1932

ANSWERED
H. B. G.

#1068
Lane Co

PRIVATE

February 5, 1930

National Surety Company
Oregon Branch Office
525 Corbett Building
Portland, Oregon

Attention: M. D. White
Adjuster

Gentlemen:

With further reference to the matter of making final payment to the Northwest Contract Company for the construction of the bridge over the McKenzie River on the McKenzie Highway in Lane County, we have to advise that the amount of this final payment will be $2,034.55, 25% of which will be paid by Lane County direct on a county voucher prepared in this office.

We are now ready to effect this payment but before doing so we must have definite assurance from you that all outstanding valid claims against this work will be promptly and satisfactorily paid upon receipt of the final amount. If you will write us to the effect that you will be responsible for the satisfactory payment of all of the valid outstanding claims we will then immediately release the final payment.

The county voucher is now ready to send to you and this will be done as soon as we have your letter giving the assurances mentioned above, the State voucher being necessarily held up on account of the absence of two of the State Highway Commissioners from the State. We expect that one of them will return within the next few days and his signature will be secured immediately. The warrant will then be secured from the Secretary of State and will be mailed to

National Surety Company

you in conformance with your wishes as concurred in by Mr. Linn when he was in the office the other day.

Regarding claims wish to say that in addition to those mentioned in our letter of the 29th ultimo Mr. O. Reed informs us that he has a claim in the sum of $1,301.25 and Mr. Linn advises that the claim of the Industrial Accident Commission is in the sum of approximately $70.00.

We trust that we have made ourselves clear in this matter that we can not pass the voucher for payment until we have definite assurance from you that all outstanding valid claims will be satisfied.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
cc Mr. O. H. Linn
Station C, Box 6
Portland, Ore.

1930

PORTLAND, OREGON
January 28, 1930.

the 25th inst. concerning the
lorthwest Contract Company in
construction of the bridge over
hway in Lane County, we wish to
ng care of this payment as sug-
tter.

e a matter of two or three weeks
should nothing come up in the
n, the warrant will be mailed to

her information that several
gainst this work. On August 21,
in for labor, the amount of which
Glenn Chamberlain filed a claim
nt. On November 15, 1929, the
furnished. We have today received verbal information from the State
Industrial Commission to the effect that the Northwest Contract Company
are indebted to them. The amount of this indebtedness was not stated.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

January 29, 1930

National Surety Co.
Att: Mr. M. D. White
525 Corbett Building
Portland, Oregon

Gentlemen:

Referring to your letter of the 25th inst. concerning the payment of the final estimate to the Northwest Contract Company in connection with their contract for the construction of the bridge over the McKenzie River on the McKenzie Highway in Lane County, we wish to say that we have no objections to taking care of this payment as suggested in the last paragraph of your letter.

We anticipate that it will be a matter of two or three weeks before this payment will be made, and should nothing come up in the meantime to alter the present situation, the warrant will be mailed to you as per above.

We might state for your further information that several other claims have been filed with us against this work. On August 21, 1929, a claim was filed by Roy A. Cossin for labor, the amount of which was not stated. On October 10, 1929, Glenn Chamberlain filed a claim in the sum of $200.00 for hauling cement. On November 15, 1929, the Mercer Steel Company filed a claim in the sum of $1,000.00 for materials furnished. We have today received verbal information from the State Industrial Commission to the effect that the Northwest Contract Company are indebted to them. The amount of this indebtedness was not stated.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

Wm. B. Joyce, Chairman
E. A. St. John, President.

WORLDS LARGEST SURETY COMPANY

National Surety Company

Capital $15,000,000.00

New York.

OREGON BRANCH OFFICE
M. D. WHITE, ADJUSTER
823 CORBETT BUILDING
PHONE ATWATER 2191

PORTLAND, OREGON
January 25, 1930.

Mr. Roy A. Klein,
State Highway Dept.,
Salem, Oregon.

Dear Sir:

Regarding Contract 1068, for the construction of a bridge over the McKenzie River on the McKenzie Highway in Lane County.

We understand there are two unpaid material claims against this contract: Poole & McGonigle, $1,884.24; and O. Reed, $1,195.27.

We also understand the final payment on the contract, which we are informed will be approximately $2,800.00, has been assigned to Poole & McGonigle.

We believe it is the intention of Poole & McGonigle to apply the assigned payment against their unpaid account on the McKenzie Bridge contract, and to apply the balance on a bill for materials furnished in connection with the Tualatin Bridge contract.

If the Department will forward the final payment to the Northwest Contract Co. in care of this office, we will see that the $1,884.24 claim of Poole & McGonigle is paid, and the balance applied against the account of O. Reed.

Trusting this meets with your approval, I am

Yours very truly,

M. D. White

ANSWERED H. B. G.

MDW:W
CC. W. H. BRINKER

ADJUSTER

We bond more people than any other company in the world.
We own and operate New York Indemnity Co. writing surety, fidelity, plate glass, accident, automobile and other casualty lines.

STENCIL NO. 125

117-E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,
Jan. 11, 1930

In reply please
refer to File No._____

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 117-E.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By

Encls.

ACTING CHIEF, BUREAU OF PUBLIC ROADS

9-19-29

Oregon 117E

SPECIAL PROVISIONS

Approaches to McKenzie River and
Gate Creek Bridges

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the twenty-seventh (27th) day of June, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the grading of approaches to two bridges on the McKenzie Highway in Lane County, one of which bridges is a bridge over the McKenzie River at McKenzie Bridge Post Office (about 50 miles east of Springfield), and the other of which is a bridge over Gate Creek at Vida Post Office (about 27 miles east of Springfield).

The grading work at the McKenzie River Bridge extends from Station 30+21.6 to Station 82+00, a distance of 0.83 mile. The grading work at the Gate Creek Bridge extends from Station 1404+15 to Station 1437+70, a distance of 0.63 mile.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1929.

CLEARING AND GRUBBING

The clearing and grubbing work shall be performed in accordance with the standard specification for "Clearing and Grubbing" as given on pages 20 and 21 of the standard specification form, except that certain trees selected or to be selected by the engineer shall be left standing. At the time the contractor looks over the work prior to bidding, he will find most, if not all of the trees that are to be left in place marked either by string tied around them or by stakes nailed to them.

All brush, logs and other matter shall be cleared from around and among the trees left standing, as well as from other portions of the areas to be cleared. The clearing and

R. H. J. Wilson

9-19-29

grubbing work shall be performed in such manner that the trees which are left standing are not injured by the falling of other trees or by scorching.

Such buildings as are within the areas to be cleared, will be removed by Lane County.

CLASSIFICATION OF EXCAVATION

All pay excavation in connection with the grading of the approaches to the McKenzie River Bridge shall be classified in accord with the single classification basis of classification described on page 22 of the standard specification form.

All pay excavation in connection with the grading of the approaches to the Gate Creek Bridge shall be classified in accord with the three classification basis of classification described on page 22 of the standard specification form.

MOVEMENT OF MATERIALS ACROSS BRIDGES

Such of the materials as are to be excavated on one side of the stream and placed in embankment on the other side of the stream, shall, unless otherwise ordered by the engineer, be left unexcavated until such time as hauling over the bridges can be safely permitted. It does not appear likely that hauling over the McKenzie River Bridge can be permitted before September 15, 1929, or that hauling over the Gate Creek Bridge can be permitted before August 15, 1929.

PR 117E

December 10, 1929

Mr. W. B. Gilham
Resident Agent
National Surety Company
Corbett Building
Portland, Oregon

Dear Sir:

In response to your telephone request of this date I have to advise you as follows concerning the contract awarded to the Northwest Contract Company for the construction of a bridge over the McKenzie River at McKenzie Bridge in Lane County.

We are now making a semi final payment to the Northwest Contract Company for this work. The State's share of this semi-final payment amounts to $1401.90. This is being paid on a state voucher. The County's share of this payment amounts to $457.80, it being paid direct by Lane County on a county voucher.

Just what the final payment will amount to we are not able to definitely state at this time but present indications are that the amount will be approximately the amount of the retained percentage that we are now holding, which is $1199.80. This may be increased or decreased by a small amount according to our final check of the field notes of our resident engineer. These notes are now being checked and we expect that final payment will be effected in the near future.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

FORM S-A-1 S-12648 5M 6-28

#1061

Commissioners
H. B. VAN DUZER, Portland, Chairman
C. E. GATES, Medford
ROBERT W. SAWYER, Bend

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

POR 117 E

OREGON STATE HIGHWAY COMMISSION

SALEM

Dec. 6, 1929.

IN REPLY PLEASE
REFER TO FILE NO.

Poole & McConigle
East 63rd and Halsey Street
Portland, Oregon.

Gentlemen:

Enclosed please find state warrant No. R-12129 in favor of the Northwest Contract Company for $1,262.13. This covers their October estimate on Contract 1068, and has been held at this office for several days as we understood from your representative that you had an unsettled claim against the contractor, and we also understood from our attorney that the representative of the Contract Company was to secure your written approval for the release of the warrant. I wrote to this effect to the Northwest Contract Company and they replied today, requesting us to make this warrant payable to you and mail it to you.

It will be impossible for us to make the warrant payable to you as it has already been written, and also, for the reason that our requirements would necessitate a formal assignment on our regular form, consented to by the Surety Company, which would take some time. I am therefore mailing the warrant to you as instructed, suggesting that you will probably have no difficulty in securing the endorsement from the Northwest Contract Company, whose offices are also in Portland, and the matter can therefore be settled in this way much sooner than to attempt a formal assignment.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

by Carl F. Smith
Auditor.

CFS L
cc Northwest Contract Co
Station C
Portland.
cc H. B. Glaisyer, Office.

NOTED
H. B. GLAISYER

#1068
Lane Co

PF 117E

November 25, 1928

National Surety Company
Corbett Building
Portland, Oregon

Attention: W. B. Gilham

Gentlemen:

At the request of the Secretary of State we are mailing to you herewith a copy of a notice that has been filed in his office by Poole and McConigle, it being their claim in the sum of $4,558.27 against the bond taken from the Northwest Contract Company and the National Surety Company in connection with the contract awarded to the Northwest Contract Company by the Highway Commission for the construction of a bridge over the McKenzie River in Lane County, State Highway Contract no. 1068.

This information is given you as you appear as surety on the bond furnished by the Northwest Contract Company in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc Northwest Contract Co.
Station C, Box 6
Portland, Ore.

November 25, 1929

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Dear Sir:

Attention: Miss Edity Libby

This acknowledges receipt of your letter of the 22rd instant in which you enclose three copies of the notice of the claim of Poole & McConigle against the Northwest Contract Company, being for materials furnished the Northwest Contract Company in the sum of $4,558.27 which materials were used in connection with the construction of the bridge over the McKenzie River on the McKenzie Highway in Lane County.

We are forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaicyer
Chief Clerk

HBG:S
Enc.

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

November 23, 1929

RECEIVED
NOV 25 1929
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from E. L. McDougal, Attorney, Portland, Oregon, and filed as of this date, a notice of claim by Poole & McGonigle, Inc., a corporation, for materials furnished in the sum of $4,538.27 against the bond taken from the Northwest Contract Company, a corporation, as principal, and the National Surety Company, a corporation, as surety, for the construction of the McKenzie River Bridge on the McKenzie Highway in Lane County, Oregon, contract No. 1068.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

ANSWERED
H. B. G:

L

N O T I C E

TO: THE STATE OF OREGON, and
THE OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, POOLE & McCONIGLE, INC., a corporation, has a claim for Four Thousand Five Hundred Thirty-eight and 87/100 Dollars ($4538.87), covering materials furnished in the sum of $4538.87 against the bond taken from the Northwest Contract Company, a corporation, as Principal, and the National Surety Company, a corporation, as Surety, upon such bond, said material going into the construction of the McKenzie River Bridge on the McKenzie Highway in Lane County, Oregon, known as Contract No. 1068, concerning the construction of which bridge and the materials entering therein, said bond was taken.

POOLE & McCONIGLE, INC.,
a corporation,

(SEAL)

By OTHO POOLE
Secretary

STATE OF OREGON,)
) ss
County of Multnomah)

I, OTHO POOLE, being first duly sworn on oath depose and state that I am Secretary of Poole & McConigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account of Poole & McConigle, Inc., a corporation, against the Northwest Contract Company, a corporation, as principal, and the National Surety Company, a corporation, as surety, as above set forth in said Notice.

OTHO POOLE

Subscribed and sworn to before me a Notary Public this 20th day of November, 1929.

E. L. MC DOUGAL.

(SEAL)

Notary Public for Oregon.
My Commission Expires Sept. 10, 1932.

RECORDED:
File No. 802
Filed November 23, 1929, HAL E. HOSS, Secretary of State.

#1068
Lane Co
PR 117 E

November 15, 1928

Northwest Contract Company
Station C, Box 6
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Mercer Steel Company concerning their claim against you in the sum of $1,000.00 for unpaid material furnished you in connection with your contract for the construction of the bridge over the McKenzie River in Lane County at McKenzie Bridge.

Very truly yours

Roy A. Klein
State Highway Engineer

By.

HBG:S
Enc.

H. B. Glaimyer
Chief Clerk

November 13, 1929

National Surety Company
W. B. Gilkam, Agent
Corbett Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter we have today received from the Mercer Steel Company, Inc., in which they advise us of their claim in the sum of $1,000.00 against the Northwest Contract Company for unpaid material furnished in connection with this company's contract for the construction of a bridge over the McKenzie River at McKenzie Bridge in Lane County.

This information is furnished you as you appear as surety on the bond furnished by the Northwest Contract Company in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
Enc.

H. B. Glaisyer
Chief Clerk

November 13, 1929

Mercer Steel Company
194 North Thirteenth Street
Portland, Oregon

Attention: H. D. Mercer

Gentlemen:

This acknowledges receipt of your letter of the 12th instant in which you advise us of your claim in the sum of $1,000.00 against the Northwest Contract Company for unpaid material furnished this Company in connection with its contract for the construction of a bridge over the McKenzie River at McKenzie Bridge in Lane County.

In connection with this contract the Northwest Contract Company were required to furnish a bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the National Surety Company, W. B. Gilham, Agent, Corbett Building, Portland. Would suggest that you file notice of your claim with the bonding company in the event that you do not secure satisfaction from the Northwest Contract Company.

According to Section 2991, Oregon Laws, in order to hold a bonding company liable after the expiration of a period of one year notice of claim should be filed with the Secretary of State prior to the expiration of one year after the date of the contract.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

PHONE BROADWAY 8088

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
194 NORTH THIRTEENTH STREET
PORTLAND, ORE.

November 12, 1929.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We respectfully submit a claim against the Northwest Contract Company, Station C, Portland, Oregon, for the sum of $1,000.00 for unpaid material furnished for their contract on the McKenzie River Bridge, which we believe was accepted on October 30th.

We trust that you will refer this claim to the proper authorities to protect us before the expiration of the bonding period.

Very truly yours,

MERCER STEEL COMPANY, Inc.

By: H. D. Mercer

HDM:P

#1068

ANSWERED
H. B. G.

PRIVATE

November 7, 1929

Northwest Contract Company
Station "C", Box 6
Portland, Oregon

Attention: Mr. Olson

Gentlemen:

Replying to your letter of the 6th instant, wish to say that the tentative date of the next meeting of the Highway Commission is December 12th. This date will in no way affect payment to you for work accomplished up to November 10th on the McKenzie Bridge and November 15 on the Tualatin River Bridge. The estimates will be made up on these dates in the usual manner. Vouchers will be prepared from the estimate turned in by the field engineer and these will be mailed to you for signing purposes. As soon as you return them they will be mailed to two members of the Highway Commission individually. When the signatures of two members of the Commission have been secured the voucher will be presented to the Secretary of State who will issue the warrants to cover it.

This is the procedure which we have always followed and we do it in this way to expedite payment to the contractors as much as possible. Vouchers are not held in this office to be signed by the Highway Commission at their regular meetings unless the matter of payment may be expedited by so doing. This only occurs when the voucher is received from the contractor after he has signed it only a few days before the meeting.

There should be no more delay in delivering the warrant for the next estimates than there has been in the past notwithstanding the fact that the Commission may not hold its regular meeting until December 12th. We trust that we have explained this to you satisfactorily.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

MBGLS

LA GRANDE
Box 416

PORTLAND
Station C

Northwest Contract Company

O. H. LINN

Buildings, Bridges and Sewers

General Contractors

Portland. Oregon. Nov 6th 1929.

Oregon State Highway Commission.
Salem. Oregon.
Gentlemen-

Attention Mr H.B.Glaisyer. Chief Clerk.

We have just been paid Estemates to-day on McKenzie Bridge of Oct 10th and on Tualatin River and Ceder Creek Culverts of Oct 15th.

We note in the papers that the Highway Commission will not meet again now untill about Dec 12th.

What effect will that have on our next Estemates that will be put in From Oct 10th to complete McKenzie Bridge and From Oct 15th to say Nov 15th on Tualatin & Ceder Creek Culvert. or can these be sent in. and then allowed and paid us so we will have these payments in our hands about Nov 30th to not later then say Dec 5th.

Or will we have to wait for these estemates to be paid untill after the Highway Commission has meet on or about Dec 12th.

Kindly answer this letter fully so we will know. and in that way arange our fininces accordingly.

Yours very sincerally

Northwest Contract Company

By _____

Station C. Box 6. Portland. Oregon.

RECEIVED
NOV 7 1929

ANSWERED
H. B. G.

October 21, 1929

Mr. E. L. McDougal, Lawyer
1603 American Bank Building
Portland, Oregon

Dear Sirs

Replying to your inquiry of the 19th instant concerning the claim of a client of yours against the Northwest Contract Company for the furnishing of structural steel which went into the construction of the McKenzie River Bridge on the McKenzie Highway in Lane County, wish to say that we presume that you have reference to State Highway contract no. 1065 for the construction of the bridge over the McKenzie River at McKenzie Bridge.

This particular contract was awarded by the State Highway Commission to the Northwest Contract Company on January 29, 1929. The bond furnished was in the sum of $40,920.00 and was written by the National Surety Company, for whom W. B. Gilham is agent, with offices in the Corbett Building, Portland.

Believe that the information given above will be sufficient for you to prepare the proper affadivit to secure a copy of the contract and bond as required by statute.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
cc Northwest Contract Co.
Station C, Box 6
Portland, Oregon

E. L. McDougal
Randall S. Jones

LAW OFFICES OF
E. L. McDOUGAL
1401 American Bank Building
Portland, Oregon

October 19, 1929

State Highway Commission
Salem, Oregon

Gentlemen:

I have a client who has furnished structural steel to the Northwest Contract Company, which structural steel went into the construction of the McKenzie Bridge in Oregon.

I desire to file a claim in connection with this matter for my client and would thank you to please be good enough to give me particulars so that I can draw the proper affidavits and obtain the proper documents, such as copy of the contract, bond, etc. upon which to predicate the claim.

Yours very truly,

E. L. McDOUGAL

ELM:EK

RECEIVED
OCT 18 1929
OREGON
STATE HIGHWAY COMMISSION

it be as it is. because he has no claim against any ... us mentioned outside of Parks if he has any at all.

Yours very sincerally

Northwest Contract Company

By

Copy to National Surety Company
Corbett Building.
Portland. Oregon.

NOTED
E R GLASTER

MEDFORD
Box 1057

LA GRANDE
Box 416

PORTLAND
STATION C

#1068

Linn Co

PR 119 E

Northwest Contract Company

O. H. LINN

Buildings, Bridges and Sewers

General Contractors

Portland. Oregon. Oct 12th 1929.

Oregon State Highway Commission.
Salem. Oregon.
Gentlemen-

Attention H.B.Glaisyer. Cheif Clerk.

Your copy of letter to National Surety of the 10th inst about a Mr Gleen Chamberlain just at hand. and its contents fully noted.

Our Mr Nordquist have received a letter from Mr Chamberlain, and in turn Mr Nordquist have called on Parks Warehouse & Storage Company, Eugene. Oregon. that have furnished us with Cement under a Sub-Contract, and from your letter and from the letter Nordquist has from Mr Chemberlin he hauled out this cement from Eugene to the Bridge Site. however Mr Parks tells us, he has nothing due him, and even if he had it comming from a Mr Parks, or rather Parks Storage & Warehouse Co. this Firm is fully responsible. and any moneys due Mr Chamberlin. if any, can no dubt be colected from Parks Warehouse & Storage Co. in Business in that capasity in Eugene.

We the Northwest Contract Co. a 3rd party are forbidden to make any payments for Parks to this Chamberlin, further we are under no liability to him. nor are the surety on our bond, or the Highway Commission or State of Oregon under any liability, because of this party claiming that amount due him from Parks as our sub-contractor and chamberlin as another sub under him if it is that way.

Therefor for thepresent time at least, the northwest contract co. will go no further in the matter. but ~~xxxx~~ let it be as it is. because he has no claim against any oneof us mentioned outside of Parks if he has any at all.

Yours very sincerally

Northwest Contract Company

By _____

Copy to National Surety Company
Corbett Building.
Portland. Oregon.

NOTED
H B GLAISYER

#1068
Land Co

PRIVATE

October 10, 1929

National Surety Company
W. B. Gilbam, Agent
Corbett Building
Portland, Oregon

Gentlemen:

We have today received a communication from Mr. Glenn Chamberlain, 754 West 12th Street, Eugene, Oregon, in which he advises us of his claim in the sum of $200.00 against the Northwest Contract Company, being for hauling cement for the McKenzie River Bridge, the contract for which was awarded to the Northwest Contract Company by the Highway Commission January 29, 1929.

It seems that Mr. Chamberlain hauled this cement for a man by the name of Ed Parks, his total bill being $350.00; of which total Mr. Parks has paid him $150.00, but has refused to pay him the balance.

This information is given you as you appear as surety on the bond furnished by the Northwest Contract Company in connection with this project.

Very truly yours

R. A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc Northwest Contract Co.
Station C, Box 6
Portland, Oregon

October 10, 1929

Mr. Glenn Chamberlain
754 W. 12th Street
Eugene, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 9th inst. in which you advise us of your claim in the sum of $209.00 against Mr. Ed Parks, who had the contract for the furnishing of cement used in the construction of the new bridge over the McKenzie River, at McKenzie Bridge.

This contract was awarded by the State Highway Commission to the Northwest Contract Company, whose address is Station G, Box 6, Portland, Oregon. In connection with this contract, the Northwest Contract Company was required to furnish a surety bond for the protection of labor and material claims, and all just debts, dues and demands incurred against the project. This bond is offered as your protection, and we would suggest that you communicate with the agents of this company advising them of your claim. The bond was written by the National Surety Company, for whom W. B. Gilham is the local agent, with offices in the Corbett Building, Portland, Oregon.

Should you secure no satisfaction from the surety company, then you still have recourse to action in the courts, and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose for your further information.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

#1068

Eugene, Oregon
75 H W 12th St
Oct. 9, 1929

State Highway Department
Salem, Oregon

Gentlemen:

I wish to inform that I have two hundred dollar ($200.00) bill for hauling cement for the new Mckinzie bridge that is being built over the Mckinzie river on the Mckinzie Highway.

I hauled this cement for Ed Parks the owner of Parks warehouse at Eugene. The total hauling that I done came to $350.00. Mr. Parks paid me $150.00, which leaves a balance due me of $200.00, which Mr. Parks refuses to pay.

I understand that all bills of this kind must be paid before the contractor can recieves all their money for building the bridge, or before Mr. Parks can collect

for the cement.

So I am asking that if it is possible that yr would please see that I am paid for this cement hauling.

Hoping that you will be able to help me in this matter I remain—

Yours truly
Glenn Chamberlain
754 w 12th St
Eugene Ore.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore.F.A.P. 117-E

Post Office Building
Portland, Oregon.

Oct. 2, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Highway Engineer.

Encl.

LDa

AYpr 5226

Oregon Federal Aid Project No. 117, Section E.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 8, 1929, by the State Highway Commission of Oregon, and on May 24, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section E; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section E to provide for the construction of roadway approaches to the bridge across the McKenzie River, between survey stations 30+21.6 and 82+00, thereby increasing the length of said Section E from 0.0436 of a mile to 0.827 of a mile; and by reason thereof has requested that the estimate of cost approved for said Section E be increased from $45,012.00 to $55,103.40, and that the Federal funds approved and set aside to the credit of said Section E be increased from $23,010.96 to $34,290.83:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section E be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of thirty-four thousand, two hundred ninety and 85/100 dollars ($34,290.85) as the share of the United States payable under said act on account of Section E of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following bridge and roadway approaches thereto as described in detail in said surveys, plans and specifications:

Bridge across the McKenzie River, and roadway approaches thereto, between survey station 30+21.6 in Sec. 14, T.16 S., R.5 E., and survey station 82+00 in Sec. 13, T.16 S., R.5 E., terminal points, a distance of 0.827 of a mile, known locally as the McKenzie Highway between Eugene and the McKenzie Bridge, Lane County, being Section E of Oregon Federal Aid Project No. 117, consisting of 0.783 of a mile of roadway and one bridge of more than 20 ft. clear span 0.044 of a mile in length."

Paragraph (b) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraphs (c) and (d) to read, respectively:

"(c)"The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $10,091.40, Federal Aid $6,279.87; one bridge, approved estimate $45,012.00, Federal Aid $28,010.96."

"(d) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the present and probable future traffic needs and conditions

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of thirty-four thousand, two hundred ninety and 83/100 dollars ($34,290.83), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-five thousand, one hundred three and 40/100 dollars ($55,103.40), the approved total estimated cost of Section E of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 24th day of August, 1929, and the Secretary of Agriculture on the 19th day of Sept. 1929.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 117, Section E.

FOR AUTHORITY OF HIGHWAY DEPARTMENT TO EXECUTE AGREEMENTS SEE PROJECT NO. 117

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~road between~~ bridge across the McKenzie River, and roadway approaches thereto, between survey station 30+21.6 in Sec. 14, T.16 S., R.5 E., and survey station 82+00 in Sec. 13, T.16 S., R.5 E.,

locally known as the McKenzie Highway between Eugene and the McKenzie Bridge, Lane County,

and designated in the records of this Department as Section E of Project No. 117, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 55,103.40 in lieu of the $28,010.96 approved by Certificate of May 24, 1929, as the total estimated cost of Section E of said project, and the sum of $ 34,220.83/ as the share of the United States, payable under said acts on account of Section E of such project, which does not exceed authorized Federal pro rata share the/ p[redacted] of said total estimated cost.

Done at the city of Washington, this 19th day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. M. Kleinlop
Acting *Secretary of Agriculture.*

[illegible] 8—4230

Stencil No. 123

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No. Ore.F.A.P. No.117-E ✓

Sept. 27, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an approved copy of the estimate dated August 2, 1929, which has been used as the basis of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer.

Encl.

PR117E

September 24, 1929

Farmers State Bank,

Independence, Oregon.

Gentlemen:

At the request of the Northwest Contract Company we are writing to you to inform you that we are placing two vouchers covering work by the Northwest Contract Company in connection with their contract for construction of the McKenzie River Bridge and the Tualatin River Bridge in line for immediate payment. These vouchers have been signed by the Northwest Contract Company and we expect that they will be approved by the State Highway Commission on Thursday of this week. As soon as the approval of the State Highway Commission is secured, the vouchers will be sent to the Secretary of State for issuing of warrants. We anticipate receiving of these warrants the latter part of this week or the first part of next week, and they will be mailed to you to credit to the account of the Northwest Contract Company. This is in accordance with the request of Mr. Linn of the Northwest Contract Company who was in the office yesterday and made the request in person.

Very truly yours,

ROY A. KLEIN,
STATE HIGHWAY ENGINEER.

By

H. B. Glaiqyer,
Chief Clerk.

WBG:MK

PRIVATE

September 13, 1929

National Surety Company
Suite 507 Alaska Building
Seattle, Washington

Attention: Robert Wyte, Manager

Gentlemen:

Replying to your letter of the 9th instant concerning the contract awarded to the Northwest Contract Company forthe construction of a bridge over the McKenzie River near McKenzie Bridge in Lane County, wish to say that estimates have been paid regularly each month as they are due, payment usually being made about the first of the month following that in which the work was performed.

Our records also show that the warrants are being mailed to the Farmer's State Bank, Independence, Oregon, in conversance with the request of the Northwest Contract Company.

Up to August 1, 1929 we had paid to the Northwest Contract Company on this contract the sum of $27,688.05. Our retained percentage at that time was $5,069.[illegible]. The latest available information indicates the job was 75% complete on August 1st.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

S

#1068

Joel Rathbone, Vice Chairman — Wm. R. Joyce, Chairman — E. A. St. John, President

National Surety Company

Capital $15,000,000.00

New York.

ROBERT WHYTE,
MANAGER
J. H. LOBDELL,
ASST. MANAGER

BRANCH OFFICE FOR WESTSRN WASHINGTON
SUITE 307 ALASKA BLDG.
PHONE SENECA 1112
SEATTLE, WASHINGTON

Sept. 9, 1929.

RESIDENT VICE-PRESIDENTS
J. A. SWALWELL
M. A. ARNOLD
J. M. MAXWELL
J. W. SPANGLER
ROBERT S. WALKER
RALPH S. STACY

The Oregon State Highway Commission,
Capitol Building,
Salem, Oregon.

Attention Mr. H. B. Glaizer

Dear Mr. Glaizer:

Re: NORTHWEST CONTRACT COMPANY

As you know, our Company is surety on contract bond for the above, covering contract for construction of bridge over McKenzie River, near McKenzie Bridge; the bond having been executed on or about March 7th last, in the amount of $40,920.00.

Will greatly appreciate your advising us if the estimates under this contract have been paid to the Northwest Contract Company promptly; also what estimates are due the contractors, and as yet unpaid. Stamped envelope is enclosed for your reply, which will be greatly appreciated.

ANSWERED
H. B. G.

Pd to 7-1-#27,688.03
Retained $3,100.00
Was 75% complete
Wants to be informed
from the State Roads Commission

Very truly yours,

MANAGER

RW: CJ

We bond more people than any other company in the world.

We own and operate New York Indemnity Co., writing surety, fidelity, plate glass, accident, automobile and other casualty lines.

#1068
Lewis

PRIVATE

September 19, 1928

Northwest Contract Company,
Station C, Box #6,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of September 16th in which you request an extension of time to October 30th on your contract No. 1068 - bridge over McKenzie River at McKenzie Bridge.

Please be advised that before your application for further extension ofntime can be accepted and acted upon by the State Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claiborne,
Chief Clerk.

Dict. by J. McFarland.

Joel Rathbone, Vice Chairman Wm. B. Joyce, Chairman E. A. St. John, President

WORLDS LARGEST SURETY COMPANY

National Surety Company

Capital $15,000,000.00

New York.

PHONE ATWATER 2191

A. G. BARRY
COUNSEL

W. B. GILHAM
DISTRICT MANAGER

R. J. RUSSELL
ASSISTANT MANAGER

BRANCH OFFICE FOR OREGON
523-25 CORBETT BUILDING
PORTLAND, OREGON

Sept. 28, 1929.

Roy A. Klein,
State Highway Engineer,
Oregon State Highway Comm.,
Salem, Ore.

ATTENTION: H. B. Glaisyer, Chief Clerk

Gentlemen:

We are now very pleased to enclose consent to extension of time on the contract of Northwest Contract Co. for construction of bridge over McKenzie River in Lane Co., near McKenzie Bridge, Oregon.

Yours very truly,

W. B. Gilham

DISTRICT MANAGER

WBG:AB

We bond more people than any other company in the world.
We own and operate New York Indemnity Co. writing surety, fidelity, plate glass, accident, automobile and other casualty lines.

PR - 117-E

August 2, 1928

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate as basis for modified agreement covering the McKenzie Bridge Section, Project No. 117-E.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

Incl.
JWN:AF

Oregon State Highway Department — Project No. 119-E

McKENZIE BRIDGE SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, August 2, 1932

Structure			
300 cu. yds.	Excavation	$ 9.00	$ 2,700.00
30 cu. yds.	Excavation below plans	4.00	120.00
420 cu. yds.	Class "A" Concrete	24.00	10,080.00
270 cu. yds.	Class "B" Concrete	24.00	6,480.00
40 cu. yds.	Seal Concrete	12.50	500.00
90,000 lbs.	Metal Reinforcement	.05	4,500.00
182,000 lbs.	Structural Steel	.07	11,340.00
480 lin. ft.	Concrete Handrail	4.50	2,160.00
800 sq. ft.	3/4" Gunnite Encasement	.25	200.00
4,650 sq. ft.	1" Gunnite Encasement	.30	1,395.00
50 cu. yds.	Concrete Encasement	24.00	1,200.00
All Required	Remove old bridge and maint. traffic		250.00
	Sub-total		$40,920.00
	10% Engr. & Contg.		4,092.00
	Total (Structure)		$45,012.00

Length of structure. 230 feet. 0.044 miles

Cost per mile. $1,023,000.00

Roadway			
All Required	Clearing and Grubbing	$	$ 2,000.00
9,800 cu. yds.	Excavation, Single Classif.	.50	4,900.00

13,300 yd. sta.	Overhaul	.03	549.00
100 lin. ft.	12-inch Concrete Pipe	1.25	125.00
200 lin. ft.	18-inch Concrete Pipe	2.50	500.00
50 lin. ft.	30-inch Concrete Pipe	6.00	300.00
	Sub-total		$ 9,174.00
	10% Engr. & Cont.		917.40
	Total (Roadway)		$10,091.40

Length of Project (including bridge) 0.827 miles

Length of McKenzie River Bridge 0.044 miles

Length of Roadway (excluding bridge) 0.783 miles

Cost per mile (excluding bridge) $12,888.12

SUMMARY

Item	Total Cost	State Funds	Federal Aid
McKenzie River Br.	$45,012.00	$17,001.04	$28,010.96 (62.23%)
Roadway	10,091.40	3,811.53	6,279.87 (62.23%)
	$55,103.40	$20,812.57	$34,290.83

State funds for construction, Chap. 175, laws 1917; Chap. 31, laws 1920

State funds for maintenance, Res. Aug. 17, 1917; Chap. 237, laws 1917

5 — B.F. 117-E

June 21, 1929.

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Enclosed herewith are five sets of special provisions covering the McKenzie Bridge Section, Project No. 117-E. Two sets of blue print plans are being sent under separate cover. The estimate accompanying the plans and the additional copies of the plans will be sent in the next day or so.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

by

S. H. Probert,
Office Engineer.

Encl.
Dict. by J. W. Nash.
MF

June 25, 1929

Mr. W. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon

Dear Sir:

Herewith are inclosed six copies of estimate accompanying plans for the McKenzie Bridge Section, Project No. 117-K.

One set of original cross sections and three sets of blue print plans are likewise being forwarded.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Encl.
Dict. by J. W. Nash/AF

Oregon State Highway Department — Project No. 117-E

McKENZIE BRIDGE SECTION OF THE McKENZIE HIGHWAY NO

LANE COUNTY

(Estimate with plans. Not as basis for modified agreement.)

Salem, Oregon, June 24, 1929

All Required	Clearing and Grubbing			$ 5,000.00
9,900 cu. yds.	Excavation, Single Classif.		$ .70	6,930.00
18,900 yd. sta.	Overhaul		.05	945.00
100 lin. ft.	12" Concrete Pipe		1.25	125.00
200 " "	18" " "		2.50	500.00
50 " "	30" " "		5.00	250.00
	Sub-total			$11,650.00
	10% Engr. & Cont.			1,165.00
	Total			$12,815.00

Length of Project (including bridge), 0.827 miles
Length of Bridge, 0.041 "
Length of Project (excluding bridge), 0.786 "
Cost per mile excluding bridge, $16,306.85

State Funds Available $ 4,840.23
Federal Aid Requested 7,974.77 (62.23%)

$12,815.00

#1068
Encl
PRINTED

Joel Rathbone, Vice Chairman — Wm. B. Joyce, Chairman — E. A. St. John, President

National Surety Company

Capital $15,000,000.00

New York.

WORLDS LARGEST SURETY COMPANY

PHONE ATWATER 2191

A. G. BARRY
COUNSEL

W. B. GILHAM
DISTRICT MANAGER

R. J. RUSSELL
ASSISTANT MANAGER

BRANCH OFFICE FOR OREGON
523-25 CORBETT BUILDING
PORTLAND, OREGON

RECEIVED
SEP 5 1929
OREGON
STATE HIGHWAY COMMISSION

Sept. 4, 1929.

ATTENTION: H. B. Glaisyer, Chief Clerk

Oregon State Highway Commission,
Salem, Oregon.

RE: R-140266 - Northwest Contract Co.

Gentlemen:

Acknowledging yours of August 23, 1929 regarding communication from Roy A. Cowdin relative to a claim for wages against the Wilfert Sand & Gravel Co.

Mr. Cowdin also addressed a letter to us under date of August 19th and in our reply we suggested that he communicate with Mr. Gunnar Nordquist of the Northwest Contract Co.

We anticipate that the matter will be adjusted without undue delay.

Yours very truly,

W. B. Gilham,

WBG:AB

DISTRICT MANAGER

We bond more people than any other company in the world.
We own and operate New York Indemnity Co. writing surety, fidelity, plate glass, accident, automobile and other casualty lines.

MEDFORD
Box 1057

LA GRANDE
Box 416

PORTLAND
Station C

PRIVATE

Northwest Contract Company

O. H. LINN

Buildings, Bridges and Sewers

General Contractors

Portland. Oregon. Aug 29th 1929.

Oregon State Highway Commission.
Salem. Oregon.
Gentlemen-

Attention H.B.Glaisyer. Cheif Clerk.

We have now heard from Mr Nordquist in full charge of McKenzie Bridge. and as Wilfert Sand and Gravel Company was not subcontractors. but simple furnished us with sand and gravel at a price per yard. we are powerless to take any part in the dispute between Mr Wilfert and Cowdin as to any wages there may be due him. as Wilfert informs us the deal between him and cowdin has nothing to do with us, and we must admit that to be corect.

Consequently as far as we and the National Surety that are on our bond is concerned. we are out of it. and so are you and the Oregon State Highway Commission.

Yours very sincerally

Northwest Contract Company

By [signature]

#1065

MEDFORD
Box 1057

LA GRANDE
Box 416

PORTLAND
STATION C

Northwest Contract Company

O. H. LINN

Buildings, Bridges and Sewers

General Contractors

RECEIVED
AUG 29 1929
OREGON

Portland. Oregon. Aug 24th 1929.

#117E

Oregon State Highway Commission.
Salem. Oregon.
Gentlemen-

Attention Mr H.B.Glaisyer, Cheif Clerk.,

Your letter of the 23rd at hand with copy of letter written you on Aug 19th by a man with name Roy A. Cowdin, for our attention.

This officeknows nothing about this man. or his claim, however wr are mailing these documents to our Mr Gunnar Nordquist on the McKenzie Bridge. and it will receive his attention. after he has looked into this and then written us. will adwise you of the resulths,

This office are of the opinion that thisman Cowdin has never spoken to Nordquist at all, but are just writing these letters on our back,

It is true that Wilfert Sand and Gravel Co furnished the Gravel & Sand in question, we have paid them the full 85% per agreement. but still hold 15% and will not pay this untill this matter is ctered up.

Yours very sincerally

Northwest Contract Company

By O. H. Linn
Member of Firm.

#1068
Fire Co
PRIVATE

August 21, 1923.

National Surety Co.,
W. B. Gilham, Agent,
Corbett Building,
Portland, Oregon.

Gentlemen:

Attached hereto is letter we have received from Ray A. Cowdin, McKenzie Bridge, Oregon relative to his claim for wages against the sub-contractor under the Northwest Contract Company in connection with their contract for the construction of the bridge over the McKenzie River at McKenzie Bridge.

This matter is being referred to you as you appear as surety on the bond furnished by the Northwest Contract Company in this instance.

Will you kindly look into this matter, and see if arrangements can not be made for the payment of this claim and others referred to, if they are found to be legitimate.

We will appreciate advice from you as to the action which you take.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:AP
Encl.

August 25, 1929.

Northwest Contract Co.,
Box 6, Station "C",
Portland, Oregon.

Gentlemen:

Attached hereto is copy of a letter we have received from Mr. Roy A. Cowdin of McKenzie Bridge relative to his claim for wages for labor performed for one of your sub-contractors.

Will you please give this matter the attention that it merits.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:AP

August 25, 1929.

Mr. Ray A. Cowdin,
McKenzie Bridge, Oregon.

Dear Sir:

This acknowledges receipt of your letter of the 19th inst., with further reference to the matter of your claim for wages due you for labor performed on the McKenzie Bridge contract.

As stated to you previously, the Northwest Contract Company and the National Surety Company are responsible for claims against this work, the bond having been furnished for this purpose. If you fail to secure satisfaction through the National Surety Company or the Northwest Contract Co., then you still have recourse to action in the courts, and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991, Oregon Laws. We are today forwarding a copy of your letter to the Northwest Contract Co., and the National Surety Company.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

H G:AP

#1068

Lane Co

PR 117E

ANSWERED
H. B. G.

[illegible] Aug 17 - 1929.

[illegible]

RECEIVED
AUG 21 1929
OREGON
STATE HIGHWAY COMMISSION

Dear Sir -

I have your answer to my letter which I wrote you last week (Aug 13) concerning payment of salary [illegible] for said work [illegible] to any definite report to [illegible] 5th, 1929 was made by [illegible]

advising us that
t for wages due you
ori who is the con-
for the construction of
ia Bridge.

his bridge was awarded
truct Company, Portland,
his company is re-

rthwest Contract Company
protection of labor
and material claims, and all just debts, dues and demands incurred against the project. This bond is offered to you for your protection as it is not only responsible for accounts incurred by the original contract, but also is responsible for those incurred by sub-contracts. We suggest that you communicate with the surety on this bond which was written by the National Surety Company, W. B. Gilham, Agent, Corbett Building, Portland.

We also suggest that you file a notice with the Northwest Contract Company. It may be possible for you to secure satisfaction by so doing. If you do not secure satisfaction in this manner, possibly results may be obtained by communicating with the State Labor Commissioner, Mr. C. H. Gram.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:AP

...and Gravel Co. which
...was incorporated on said
...date. ...ing in with
...ition to ...and work-
...ers. ...e mentioned in
...his letter the contract
...was let ... Northwest
...Contract Co. ...Gilbert Sand
...and Gravel Co. ...
...part of the ...ange was
...in ...ating ...ame. It
...seems that the Department
...of ... ...ould be ...ed to
...get ... ...ment made from
...some higher authority.
...Is there any possible way
...in which ... action could be
to bring suit? It seems so

If you do not receive satisfaction in this matter, it may be ...
obtained by communicating with the State Labor Commissioner, ...

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. E. Chaigneau
Chief Clerk

HEC:AP

#1058

Lonk Co

17E

unjust to lose salary due and earned by real labor.

I shall be most grateful for any further advice you may give me on this matter.

I am also writing to the National Surety Co as you advise

Respectfully

Roy A Lowdin.

#1012

PR 117E

August 15, 1929

Mr. R. A. Conklin,
McKenzie Bridge, Oregon.

Dear Sir:

We have your letter of the 13th inst., advising us that you are having difficulty in securing settlement for wages due you in connection with work performed for Mr. Wilford who is the contractor for the furnishing of sand and gravel for the construction of the bridge over the McKenzie River near McKenzie Bridge.

The contract for the construction of this bridge was awarded by the Highway Commission to the Northwest Contract Company, Portland, Oregon, on January 29, 1929. The address of this company is Station "C", Box 4, Portland, Oregon.

In connection with the contract, the Northwest Contract Company furnished the state with a surety bond for the protection of labor and material claims, and all just debts, dues and demands incurred against the project. This bond is offered to you for your protection as it is not only responsible for accounts incurred by the original contract, but also is responsible for those incurred by sub-contracts. We suggest that you communicate with the surety on this bond which was written by the National Surety Company, W. B. Gilham, Agent, Corbett Building, Portland.

We also suggest that you file a notice with the Northwest Contract Company. It may be possible for you to secure satisfaction by so doing. If you do not secure satisfaction in this manner, possibly results may be obtained by communicating with the State Labor Commissioner, Mr. C. H. Gram.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:AP

PR 117 E

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 5, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attached is one copy of the approved estimate dated February 27, 1929, which has been used as a basis for Project Agreement for Oregon F.A.P. 117-E.

We are also attaching original ~~and~~ executed copy each of the Agreement and Certificate for above project.

Very truly yours,

W. H. LYNCH
District Engineer

June 5 1929.

Mr. R. A. Fields
State Highway Engineer.
Salem, Oregon.

Dear Sir:

Attached is one copy of the approved original dated February 27, 1929, which has been executed by us for project Agreement for Oregon F.A.P. 117-B.

We are also attaching original and executed copy each of the Agreement and Certificate for above project.

Very truly yours,

J. H. LYNCH
District Engineer.

THE FEDERAL AID AGREEMENT

UNDER

THE FEDERAL HIGHWAY ACT

APPROVED JULY 11, 1916

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

ALL AMENDATORY AND SUPPLEMENTARY ACTS

A 4pv 5226

Form P. R. 2

State Oregon

Project No. 117, Section E.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8 day of May, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of September, 1927, a project statement, which was approved by the Secretary on the 24th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 29th day of January 1929, and approved by the Secretary on the 24th day of May, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys plans, specifications, and estimates, and the sum of twenty-eight thousand, ten and 96/100

Section 5 e.

dollars ($28,010.96) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less [illegible] shall not exceed the Federal pro rata share

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 178, Laws of 1917; Chap. 51, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~[illegible]~~ Bridge, as described in detail in said surveys, plans, and specifications:

~~[illegible]~~ Bridge across the McKenzie River between survey stations 60+80 and 63+10 in Sec.14, T.16 S., R.5 E., W.M.,

_____ terminal points, a distance of 0.0476 miles, known locally as the McKenzie Bridge, on the McKenzie Highway between Eugene and the McKenzie Bridge, Lane County, being Section E of Oregon Federal Aid Project No. 117, consisting of one bridge of more than 20 ft. clear span only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—8518

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section E of said project shall not in any event exceed the sum of twenty-eight thousand, ten and 96/100

dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-five thousand, twelve and 00/100

dollars, the approved total estimated cost of Section E of said project.

s—3618

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the (State or county) of (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws of 1917.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 24th day of May, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B Brandsness
Chairman State Highway Commission
(Title of officer)

By C C Gates
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. W. Dunlap
Acting Secretary of Agriculture.

8—5518

STRICKEN OUT

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~road between~~ bridge across the McKenzie River between survey stations 60+80 and 63+10 in Sec. 14, T.16 S., R.5 E., W.M.,

locally known as the McKenzie Bridge, on the McKenzie Highway between Eugene and the McKenzie Bridge, Lane County, and designated in the records of this Department as Section E of Project No. 117, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $45,012.00 as the total estimated cost of Section E of said project, and the sum of $23,010.96 as the share of the United States, payable under said acts on account of Section E of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 24th day of May one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

Com

8—4889

PR 117 E

June 5, 1929

Parke Warnhorn & Stigge Co.,
Pearl Street and S. P. Tracks,
Eugene, Oregon.

Gentlemen:

Replying to your inquiry of the 4th inst., concerning payment to the Northwest Contract Company for the estimate for work done between April 15th and May 15th, wish to say that the warrant covering this payment was mailed to them in care of the Farmers State Bank, Independence, on May 27, 1929.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JE

G. S. PARKS

G. S. PARKS

PARKS WAREHOUSE & STORAGE CO.

FIREPROOF CONCRETE CONSTRUCTED

TELEPHONE 822-J

LOCATED AT

PEARL STREET AND S. P. TRACKS

TERMINAL FOR:
H. & H. TRUCK LINE
EUGENE-PORTLAND TRUCK LINE
SOUTHERN OREGON TRUCK LINE
PORTLAND-OAKLAND, CALIF. LINE

EUGENE, OREGON June 4 - 29

Oregon State Hi Way Comm.
Salem. Ore.,
% Mr Bliss

Gentlemen,-

We are furnishing the Northwest Contract Co., with the cement being used on the McKenzie Bridge on the Bend-Eugene Hi Way.

We have delivered 760 Bbls to this Job and we would like to know when the force will get there estimate for work done in Apr and May.

Yours very truly

PARKS WAREHOUSE & STORAGE CO.
EUGENE, OREGON

May 27 — Hwy 15 ex.
to Farmers & Merch Independence

PRIVATE

May 9, 1929

Union Oil Company of Cal.,
Yeon Building,
Portland, Oregon.

Gentlemen:

Attention: V. O. Fudge.

Replying to your inquiry of the 8th inst., concerning Wilfert Sand & Gravel Co., whom, you state, are subcontractors under the Northwest Contract Company for construction of a bridge over the McKenzie River in Lane County, wish to say that we have no knowledge of the agreement between this subcontractor and the Northwest Contract Company. We hold the original contractor responsible for satisfactory completion of the job and the payment of all claims incurred in connection therewith.

The details information concerning the contract awarded to the Northwest Contract Company is being given to you today in another letter.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JB

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

May 8, 1929

Oregon State Highway Department
Salem, Oregon

RE: WILFERT SAND & GRAVEL CO.
Eugene Account

Gentlemen:

We are advised that the above have been granted a sub-contract under the Northwest Contract Company for the erection of a bridge.

In vew of the fact that we will be supplying this contractor with our products, we would appreciate your acknowledging this letter and advising us the job number, amount of the contract and date of completion.

A stamped, self addressed envelope is enclosed for your convenience.

ANSWERED
H. B. G.

Very truly yours,

UNION OIL COMPANY OF CALIFORNIA

C L Lastoria

District Sales Manager

PJO:FM

#1068 - Girder over [illegible] at McKenzie Bridge
Northwest Contract Co. Sta. "C" [illegible]
Surety is National Surety Co.
W. G. Benson Pgt.
York Bldg. Portland.
Completion date is Aug. 31, 1929

Letter from Page
Quoting this Price
Filed

CC

PR 1178

PRELIMINARY ESTIMATE OF COST
McKENZIE BRIDGE APPROACHES
McKENZIE HIGHWAY, LANE COUNTY

Length 0.83 miles — 30' Roadbed — April 18, 1929

ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
Clearing & Grubbing	All Required			$2,000.00
Excavation, single class.	9,800	cu. yds.	.50	4,900.00
Overhaul	18,300	yd. sta.	.03	549.00
12" concrete pipe	100	lin. ft.	1.25	125.00
18" " "	200	lin. ft.	2.00	400.00
30" " "	50	lin. ft.	3.50	175.00
				$8,149.00
Plus 10% for engineering and contingencies				851.00
Estimated cost for grading				$9,000.00
0.83 miles surfacing at $7500.00 per mile				6,225.00
Total estimated cost grading and surfacing.				$15,225.00

PRIVATE

April 10, 1923

A. MacMillan & Co.,
360 E. Ankeny St.,
Portland, Oregon.

Attention: Mr. Charles B. Fox

Gentlemen:

Replying to your inquiry of the 9th instant, wish to say that the contract for the construction of the bridge over the McKenzie River at McKenzie Bridge was awarded to the Northwest Contract Company, whose address is Station C Box 6, Portland, Oregon.

It is our understanding that this work is under way at the present time.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Claiceyer
Chief Clerk

HBC:S

MEDUSA
WHITE CEMENT
WATERPROOFING
DAMP-PROOF
CEMENT PAINT

A. McMILLAN & CO.

Wholesale and Retail

BUILDING MATERIAL

Office and Warehouse
350 EAST ANKENY STREET
PHONE EAST 8411
PORTLAND, OREGON

NATIONAL
STEEL
FABRIC
STEELTEX
FOR PLASTER AND STUCCO

CONCRETE
REINFORCING MESH

April 9, 1929.

Mr. Roy A. Klein,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Would you please inform us of the name of the contractors, and their address, that were awarded the contract on the Mackenzie River Bridge job, just recently. Also, if this work is to proceed at once.

Thanking you in advance for this information, we are

Yours very truly,

A. MC MILLAN & COMPANY

By Chas. D. Fox

RECEIVED
APR 10 1929
OREGON
STATE HIGHWAY COMMISSION

2.

at McKenzie Bridge

Northwest Contract Co.
Sta C Box 6
Portland

ANSWERED
H. B. G.

PRIVATE

April 2, 1929

The County Court of Lane County,
Eugene, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of a contract recently awarded to the Northwest Contract Co for the construction of a bridge over the McKenzie River on the McKenzie River Highway near McKenzie Bridge, in Lane County.

This copy is mailed to you as you are cooperating in this work.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:H

Enc. 1.

PR 117 E

Northwest Contract Co.,
Box 416,
La Grande, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over the McKenzie River on the McKenzie River Highway near McKenzie Bridge, in Lane County.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. R. Glaisyer
Chief Clerk.

HRG:H

Enc. 1.

cc. Northwest Contract Co.
McKenzie Bridge, Ore.

PRINTE

March 15, 1929.

National Surety Company,
Corbett Building,
Portland, Oregon.

Attention: W. B. Gilham, Resident Vice-President.

Gentlemen:

An examination of the bond furnished by the Northwest Contract Company in connection with the contract that was awarded to them by the State Highway Commission for the construction of a bridge over the McKenzie River near McKenzie Bridge in Lane County, reveals the fact that this has been signed by yourself as resident vice-president and attested thereto by Alice Birkemeier, Resident Assistant Secretary.

We are advised by the State Insurance Commission that the authority of Alice Birkemeier to sign bonds as resident assistant secretary has not been filed in his office, and for this reason we can not accept the bond in its present form. The bond will be accepted if Miss Birkemeier will see that such a filing is made with the State Insurance Commission at once, otherwise it will be necessary to return the contracts to you for another signature.

We will appreciate it if you will take care of this matter immediately so that it will not be necessary to withhold payment to the contractor.

Very truly yours,

Roy A. Klein,
State Highway Engineer

By

H. B. Glaleyer,
Chief Clerk.

HBG:JS

Advised by Mr. Cox that instrument filed 3/18/29

WASHINGTON
GUNNAR NORDQUIST
PRESIDENT
WALLA WALLA

IDAHO
O. H. LINN
VICE PRESIDENT AND TREASURER
WALLACE

OREGON
W. H. SMITH
SECRETARY
MEDFORD

RECEIVED
MAR 9 1929
OREGON
STATE HIGHWAY COMMISSION

Northwest Contract Company

AUTHORIZED
CAPITAL $100,000.00

"A COMMON LAW ASSOCIATION"

General Contractors

PRIVATE

Portland. Oregon. March 7th 1929.

Oregon State Highway Commission
State House.
Salem. Oregon.
Gentlemen-

Attention H. B. Glaisyer, Cheif Clerk.,

The contracts have been signed up and the bonds furnished and all done properly. and same are being returned by express under seperate cover of the McKenzie Bridge. all per your letters of the 28th ulth and 4th inst.

W.B.Gillham of the Surety Co told us you wanted the President,Vice President and Sectary to sign thecontracts. also to put on the company seal. Please be adwised that the Northwest Contract Co in Oregon is a Copartnership. consisting of Gunnar Nordquist and O.H.Linn, and there are no Officers in any co-partnership or any seal that we have ever known off, Northwest Contract Co as a Common Law Association cannot operete in Oregon. because it conflocts with there Banking Laws. therefor operates in Oregon as Co-Partners. and are lawfully and legally entitled to do business under the "asumed name", having been all legally taken care of by an Attorney and all records of same have been filed and advertised as such in Union County. Oregon.

When we bid on any Job in Oregon. including the bidding of the McKenzie Bridge. we wrote in there very plainly Gunnar Nordquist and O.H.Linn. a "Copartnership"

We saw in the contract documents date of completion set as August 31st, however in bidding we incerted that the time required to get the right of way and House removed East of the McKenzie River would be extented equivelent to time lost, and instead of getting the contract on Jan 29th but on Feb 28th thus extending thetime for completion to Sept 30th 1929. we are writing about this as a matter of record. so that if we get into September to complete that McKenzie Bridge Contract. it is whitin our time limit regardless of the contract not making any special mention of this fact.

Noth that the Engineer will set the stakes on time and thaks for same.

Yours very sincerally

Northwest Contract Company

By O. H. Linn
Member of Firm.

NOTED
H. B. GLAISYER

DR 117E

March 4, 1929

MEMORANDUM TO MR. McCULLOUGH

Attached is a copy of a letter we have today received from the Northwest Contract Company to whom was awarded the contract for the construction of the McKenzie River bridge at McKenzie Bridge.

Please note the postscript in which they state that they expect to start work on the 18th and would like Engineer's Stakes on the 19th or 20th.

Very truly yours,

HMS:M

Enc. 1.

H. B. Glaisyer
Chief Clerk.

PRINTE

March 4, 1929

National Surety Company,
Corbett Building,
Portland, Oregon.

Gentlemen:

On the 28th ultimo we sent to the Northwest Contract Company by express four copies of the contract that was awarded to them by the Highway Commission for the construction of the bridge over the McKenzie River at McKenzie Bridge in Lane County. We have today received a letter from this company stating that no deliveries of express are made to their address in Portland and instructing us to have the parcel delivered to your office. This we are doing today.

We have also been informed by the above company that their Mr. O. H. Linn will call at your office to sign these contracts on March 7th. Please explain to Mr. Linn that these contracts must be signed by the president and secretary of the Northwest Contract Company, and that the corporate seal should be affixed before the contracts will be acceptable to the Highway Commission.

Very truly yours,

Ray A. Klein
State Highway Engineer

KEC:M By

N. B. Glaisyer
Chief Clerk.

PR 117 E

March 4, 1929

Northwest Contract Company,
Station C, Box 6,
Portland, Oregon.

Attention: Mr. Allan J. Olsen

Dear Sir:

This acknowledges receipt of your letter of the 34 inst., concerning the execution of the contract that was awarded to you for the construction of the McKenzie River bridge. As per your request, we are today writing the Express Company to deliver these contracts to the National Surety Company, Corbett Building, and are also advising the surety company to expect them.

We note that you expect to start construction work on March 18th and that you would like to have the Engineer's Stakes on the 19th or 20th. We are calling this to the attention of our Bridge Department so that there will be no delays on account of lack of stakes.

Very truly yours,

Roy A. Klein
State Highway Engineer

RAK:M

By

M. B. Glaisyer
Chief Clerk.

GUNNAR NORDQUIST
PRESIDENT
BOX 416
LA GRANDE

O. H. LINN
VICE PRESIDENT AND TREASURER
STATION C
PORTLAND

W. H. SMITH
SECRETARY
BOX 1087
MEDFORD

PRINTE

Northwest Contract Company

of Oregon

"A COMMON LAW ASSOCIATION"

General Contractors

Builders of Buildings, Bridges and Sewers

La Grande, Oregon (Sunday) March 3rd 1929.

Oregon State Highway Commission.
Salem, Oregon.
Gentlemen-

Attention Mr H. B. Glaisyer, Cheif Clerk.

Your letter of the 28th ulth at hand here to-day forwarded from Portland where it was received yesterday.

Note the Contracts for McKenzie Bridge where shipped us by Express, no express can be delivered to Station C, Box 6, as that is a post office. Therefor kindly instruct the Express Company to make delivery of these Contracts to us at the Office of National Surety Company, Corbett Building, Portland, Oregon, in that way these can be delivered us by the express company, kindly be sure and attend to this so these can be delivered us.

Our Mr O.H.Linn will be in Portland on the morning of the 7th inst, and will sign these contracts, furnish the Bond and retirn these to your offices at Salem, and on the8th expect to bid on bridges in Baker and Malheur Counties that will open at Portland on that date.

Answering your last paragraph of the letter, beg to advise you that we have used the state compensation insurance since 1914 here in Oregon, and are operating and paying for this service at thepresent time, we have done no work in oregon sincethe workmen's Compensation Act have been in use that we have not been under it, we belive in Home Industry for all work, in fact Oregon People should always be for Oregon.

Yours very sincerally

Northwest Contract Company

By _____

N.B/ Kindly be advised that on and after March 18th 1929, adress any and all letters or other correspondance about this McKenzie Bridge, to us at McKenzie, Oregon, as this job will be attended to from there, and we will commance work on the 18th, hence we like to see the Engineer to be in charge of this job to be there on the 19th or 20th to give us the necessary Stakes so we can commance the Excevationg of the Piers on the East Side of the River, because we will work from the East, Bend Oregon Side entirely, to low and soggy ground to operate from the West or Eugene Side of River.

Dear Sir
Yours Truly
Northwest Contract Co.
Per

OUR MOTTO: HONESTY, DEPENDABILITY, SATISFACTION

ANSWERED
H. B. G

PR 117-E

Feb. 28, 1928.

Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for project agreement covering the McKenzie Bridge, Oregon Project No. 117-E.

Very truly yours.

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:HM
ENCS

Oregon State Highway Department — Project 117-E

BRIDGE OVER McKENZIE RIVER AT McKENZIE BRIDGE

ON THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement based on contract prices)

Salem, Oregon, Feb. 27, 1929.

300 cu. yds.	Excavation	$ 9.00	$ 2,700.00
20 " "	Excavation below plans	4.00	120.00
420 " "	Class "A" Concrete	24.00	10,080.00
270 " "	Class "B" Concrete	24.00	6,480.00
40 " "	Seal Concrete	12.50	500.00
90000 lbs.	Metal Reinforcement	.05	4,500.00
162000 lbs.	Structural Steel	.07	11,340.00
460 lin. ft.	Concrete Handrail	4.50	2,160.00
800 sq. ft.	3/4" Gunite Encasement	0.25	200.00
4000 sq. ft.	1" Gunite Encasement	0.30	1,200.00
90 cu. yds.	Concrete Encasement	24.00	2,160.00
All required	Remove old bridge and maintain traffic		260.00
	Sub total		40,990.00
	10% Engr. & Cont.		4,022.00
	Total		$ 45,012.00

Length of structure, 230 feet, --0.043 miles
Cost per mile, $1,046,790.69

State funds available,	17,001.04	
Federal Aid Requested	28,010.96	(62.23%)
	45,012.00	

State funds for construction - Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance - Resolution Aug. 17, 1917; Chapter 237, Laws 1917.

PR-117-E

Oregon State Highway Department — Project 117-E

BRIDGE OVER McKENZIE RIVER AT McKENZIE BRIDGE

ON THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, Jan. 25, 1923.

300 cu. yds.	Excavation	4.00	$1,200.00
20 cu. yds.	" below plans	10.00	200.00
420 cu. yds.	Class "A" Concrete	22.00	9,240.00
370 cu. yds.	" "B" "	23.00	8,510.00
40 cu. yds.	Seal Concrete	15.00	600.00
90,000 lbs.	Metal Reinforcement	.05	4,500.00
162,000 lbs.	Structural Steel	.07	11,340.00
400 lin. ft.	Concrete Handrail	6.00	2,400.00
800 sq. ft.	3/8" Ourite Encasement	.40	320.00
4,600 sq. ft.	1" " "	.45	2,070.00
50 cu. yds.	Concrete Encasement	25.00	1,250.00
All Required	Remove old bridge and maintain traffic		500.00
			$ 38,550.00
	10% Engr. & Cont.		3,855.00
	Total		$ 42,405.00

Length of Structure 230 feet - 0.043 miles

Cost per mile $996,209.30

State Funds Available $16,213.02

Federal Aid Requested 26,710.98 (62.22%)

$42,924.00

State funds for construction - Chapter 178, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance - Resolution Aug. 17, 1917; Chapter 237, Laws 1917.

CONTRACT #1069,

SEE:

CONTRACT #1033,

CONTRACT # 1070,

SEE:

CONTRACT # 525,

i

CONTRACT #1072,
979, 934,

PR 127-C Hayes Hill-Shattock Corner 1927-1929

#1072 - 979 - 934

[redacted]

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No._____

Post Office Building,
Portland, Oregon,
Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 127-C Oiling

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By [signature]
Highway

Encls.

RECEIVED
JAN 14 1930
OREGON

5-6-29

Oregon #120

SPECIAL PROVISIONS

Deer Creek-Shattuck Corner Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the eighth (8th) day of March, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 6.80 miles of heavy oil wearing surface and 10.77 miles of bituminous macadam wearing surface on the Deer Creek-Shattuck Corner Section of the Redwood Highway in Josephine County.

The west end of the project is at Station 1103+50 (M.P. 20.80), which station is almost one-half mile south of the town of Selma. The east end of the section is at Station 2103 (M. P. 38.37) which station is about five and one-half miles west of Grants Pass.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than July 31, 1929.

TYPES OF CONSTRUCTION

The heavy oil wearing surface to be constfucted under this contract will hereinafter be referred to as "heavy oil wearing surface" or as "type A wearing surface."

The bituminous macadam woaring surface is to be of two kinds, one of which kinds will be referred to as "penetration type bituminous macadam wearing surface" or as "type B wearing surface", and the other of which will be referred to as "multiple lift type bituminous macadam wearing surface", or as "type C wearing surface."

The types of wearing surface to be constructed on different portions of the project are as follows:

Station to Station	M.P. to M.P.	Distance in Miles	Type of Wearing Surface
1103+50 to 1462+00	(20.80 to 27.60)	6.80	Type A
1462+00 to 1596+00	(27.60 to 30.11)	2.51	Type C
1596+00 to 1696+00	(30.11 to 32.00)	1.89	Type B
1696+00 to 1970+00	(32.00 to 35.98)	3.98	Type C
1970+00 to 2020+00	(35.98 to 36.92)	0.94	Type B
2020+00 to 2103+00	(36.92 to 38.37)	1.45	Type C
		17.57	

5-6-29

OILING OF THE EXISTING MACADAM BASE

General:

As a preliminary to the construction of each of the three types of wearing surface to be constructed, and as a means of preserving the macadam base in the condition in which it will be turned over to the contractor in the early spring, the contractor shall, during the first two weeks in April, 1929, or as soon thereafter as the weather conditions and the dryness of the macadam base will permit, oil the macadam base, the term "macadam base" as herein used meaning the existing surfaced roadway upon which the wearing surface is to be constructed.

Responsibility for Macadam Base Maintenance:

The State will maintain the macadam base until April 1, 1929, or until such date thereafter as the weather conditions and the condition of the macadam base will permit the oiling of the macadam base, and will at that time turn the macadam base over to the contractor in good condition. From that time on, until the job is completed, the contractor shall be responsible for the maintenance, upkeep and repair of the roadway, and he must not allow any part of the macadam base to become corrugated, rutted or rough prior to the time that it is covered with the wearing surface. The oiling of the macadam base is being required to make the satisfactory maintenance of the macadam base possible, and to insure the macadam base being in good condition to receive the wearing surface which is to be constructed upon it.

Details of Macadam Base Oiling:

The oil to be used in the oiling of the macadam base shall be No. 1 road oil, the detailed specifications for which are given under the head "Road Oil." It shall be applied at a temperature of 150 degrees Fahrenheit and at a rate of from one-third to two-fifths gallon per square yard.

Prior to the placing of the oil, the macadam base shall be cleaned and made free of loose stones, dirt and dust by thorough sweeping with revolving power brooms, supplemented, if necessary, by hand operated brooms.

The oil shall be applied on only one-half of the width of the base at a time, and the second half shall not be oiled until the first half is sufficiently dry to carry traffic without splattering. After the oil has dried, additional oil shall be placed wherever it is indicated by color or otherwise that more oil is required in order to prevent "breaks" and "ravelling."

PREPARATION OF MACADAM BASE

Immediately preceding the placing of the wearing surface, the contractor shall do whatever patching and other repair work may be necessary to eliminate from the macadam base all ruts, corrugations, holes, depressions and other irregularities that may have developed in it subsequent to the preliminary oiling above specified, and he shall do whatever other work may be necessary to bring the macadam base to a smooth and easy riding surface with uniform crown throughout.

Small holes and shallow depressions may be patched by the penetration method, using properly graded broken stone and approximately four per cent of No. 3 road oil.

Large holes and deep depressions shall be patched with a heated and premixed patching mixture consisting of approximately 3.5 per cent of No. 3 road oil, and 96.5 per cent of properly graded broken stone. After the patching mixture has been deposited and properly spread by raking, it shall be compacted by rolling with a heavy power roller.

After the macadam base has been patched and otherwise prepared as above specified, and after the patches have hardened, all loose stones, dirt and dust shall be removed from the surface by brooming. The macadam base will then be ready to receive the wearing surface which is to be constructed upon it.

SPECIFICATIONS APPLYING PARTICULARLY TO TYPE "A" WEARING SURFACE (HEAVY OIL WEARING SURFACE)

Description:

Type "A" wearing surface (heavy oil wearing surface) is to consist of one application of heavy road oil followed, first, by a spread of Grade "B" aggregate and, second, by a spread of Grade "A" aggregate.

Width and Thickness:

Type "A" wearing surface shall be constructed to the width and cross section indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special conditions that may be encountered.

Materials:

The mineral aggregate for type "A" wearing surface (heavy oil wearing surface) shall be broken stone or crushed gravel of the kind and quality hereinafter specified under the head "Mineral Aggregate."

The oil for type "A" wearing surface shall be an asphaltic road oil conforming in all respects with the specifications for No. 3 road oil as given hereinafter under the head of "Road Oil." The manner of application shall also conform with the specifications as given under the head of "Road Oil."

Application of Oil:

Upon the existing macadam base, prepared as above specified, an application of No. 3 road oil shall be made. This application shall be made at a rate of 0.35 gallon per square yard.

Application of Aggregate:

Immediately following the application of the oil, Grade "B" aggregate shall be spread at a rate of approximately 0.01 cubic yards per square yard. The aggregate shall then be bladed and broomed to uniform thickness and smooth surface, after which it shall be "set" into the oil by rolling.

Following the rolling of the Grade "B" aggregate, Grade "A" aggregate shall be spread at a rate of approximately 0.0065 cubic yards per square yard. After this aggregate has been brought to uniform thickness and smooth surface by blading and brooming, the surface shall be rolled until the materials are thoroughly compacted, the surface completely sealed and the oil "set."

Correction of Defects:

Any parts of the wearing surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the wearing surface to be uniformily perfect throughout.

Construction Under Traffic:

Except where the contractor is able to provide detours which are acceptable to the engineer, the Type "A" wearing surface shall be constructed without closing the road to traffic. This shall be accomplished by constructing the surfacing in two strips, confining the traffic to one-half of the roadway while the other half is being surfaced.

SPECIFICATIONS APPLYING PARTICULARLY TO TYPE "B" WEARING SURFACE (PENETRATION TYPE BITUMINOUS MACADAM WEARING SURFACE)

Description:

Type "B" wearing surface is to consist of a 2½-inch course of coarse rock (Grade "E") impregnated with oil, "keyed" with finer

rock (grades "C" and "A B"), and topped with a seal coat of heavy oil and screenings (Grade "A B").

Width and Thickness:

The penetration type bituminous macadam shall be constructed to the width, thickness and cross-section indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate for type "B" wearing surface shall be broken stone or crushed gravel of the kind and quality hereinafter specified under the head "Mineral Aggregate."

The oil for this type shall be asphaltic road oil conforming in all respects with the specifications for No. 3 road oil as they are given hereinafter under the head "Road Oil." The manner of application of the oil shall also conform with the specifications given under the head "Road Oil."

Setting of Headers and Application of Coarse Rock:

After the macadam base has been prepared as hereinbefore specified, wooden forms(2" x 4") shall be placed to confine the aggregates and to insure uniform thicknesses at the edges of the wearing surface. Grade "E" aggregate shall then be spread uniformly, and without segregation of sizes, at a rate of approximately .065 cubic yard per square yard. The side forms shall then be removed, and the space that was occupied by them shall be filled with shoulder rock ("Grade "C" material.) The Grade "E" aggregate shall then be rolled with a three-wheeled power roller weighing not less than ten tons.

After rolling, the surface shall be true to grade and cross-section and shall not deviate more than one-quarter inch from a true surface when checked with a straight edge or template ten feet in length. No traffic except the oil distributing tank shall be allowed on the Grade "E" aggregate until the first application of asphalt has been spread and covered as hereinafter described.

Application of Oil:

After the Grade "E" materials have been compacted as before described, and while clean and dry and having a temperature not below 50 degrees Fahrenheit, No. 3 road oil shall be uniformly applied at a rate of approximately one gallon per square yard.

Application of Keying Rock:

Immediately after the application of the No. 3 road oil, a thin layer of keying rock (Grade "C" aggregate) shall be spread at a rate of from .0125 to .0150 cubic yard per square yard. After the spreading of this rock, the entire surface shall be immediately rolled and broomed, the brooming being done with non-revolving brooms attached, preferably, to the rollers. While the rolling and brooming is in process, Grade "A B" materials shall spread over the surfacing by hand in whatever quantities may be required to fill all voids. The rolling and brooming and adding of Grade "A B" materials shall continue until the materials are thoroughly compacted and bonded, and in no case for less than one hour per one-hundred square yards of surfacing.

Application of Seal Coat:

After the rolling above specified has been satisfactorily completed, all excess screenings shall be removed and the road swept clean. Thereupon a second application of No. 3 road oil shall be spread at a rate of from 1/3 to 1/2 gallon per square yard. After the oil has been sufficiently absorbed and before it has become chilled, screenings (Grade "A B" material) shall be spread at a rate of from .0125 to .0150 cubic yards per square yard. The surface shall then be rolled and broomed until the screenings are set and the surface thoroughly sealed.

Full Width Construction Required:

From those portions of the project on which Type "B" wearing surface is to be constructed, traffic can be detoured. Construction of Type "B" wearing surface in more than one strip will, therefore, neither be required nor permitted.

SPECIFICATIONS APPLYING PARTICULARLY TO TYPE "C" WEARING SURFACE (MULTIPLE LIFT TYPE BITUMINOUS MACADAM WEARING SURFACE)

Description:

Type "C" wearing surface is to consist of three courses or lifts of Grade "C" rock (each course or lift impregnated with oil), topped with a two course seal coat of heavy oil and screenings (Grade "A"). The top lift of Grade "C" material is to be "keyed" with Grade "B" and Grade "A" materials.

Width and Thickness:

The penetration type bituminous macadam shall be constructed to the width, thickness and cross-section indicated by the accom-

panying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate for Type "C" wearing surface shall be broken stone or crushed gravel of the kind and quantity hereinafter specified under the head "Mineral Aggregate."

The oil for this type shall be asphaltic road oil conforming in all respects with the specifications for No. 3 road oil as they are given hereinafter under the head "Road Oil." The manner of application of the oil shall also conform with the specifications given under the head "Road Oil."

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam construction shall consist of an application of No.3 road oil followed by an application of Grade "C" aggregate. The oil shall be applied upon the prepared subgrade at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.021 cubic yard per square yard. The aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second and Third Lifts of Bituminous Macadam:

The second and third lifts of bituminous macadam wearing surface shall be constructed in the same manner as the first lift, except that the oil shall be applied at a rate of three-tenths (0.3) gallon per square yard, and each lift shall be rolled until thoroughly compacted.

Keying of Third Lift:

On the third lift of the bituminous macadam, No. 3 road oil shall be applied at a rate of approximately three-tenths (0.3) gallon per square yard, and this shall be followed immediately by a layer of Grade "B" aggregate spread at a rate of .01 cubic yard per square yard, and by a layer of sand (or screenings below one-eighth inch in size) spread at a rate of 0.003 cubic yard per square yard. After the spreading of these materials, the surface shall be bladed, rolled and broomed, the brooming being done with a non-revolving type of broom attached to the roller. While the rolling and brooming is in progress, small quantities of Grade "B" or Grade "A" aggregate or sand shall be added (by hand) as

required, and the rolling and brooming shall continue until a uniform and thoroughly compacted surface is obtained.

Application of First Course of Seal Coat:

After the keying and rolling of the third lift has been satisfactorily completed and the road has been exposed to traffic for sufficient time to kick off the loose rock and polish up the surface, all remaining screenings shall be removed and the surface swept clean by revolving power brooms, supplemented by hand brooms where necessary. Thereupon an application of No. 3 road oil shall be spread at a rate of one-quarter (1/4) gallon per square yard. After the oil has become sufficiently absorbed, and before it has become chilled, screenings (Grade "A" Material) shall be spread at a rate of 0.01 cubic yard per square yard.

The surface shall then be bladed, rolled and broomed until the screenings are absorbed and the surface is well compacted. Additional screenings shall be added as required to thoroughly seal the surface.

Application of Second Course of Seal Coat:

After the first course of the seal coat is completed as above specified, the wearing surface shall be subjected to traffic for a period of about two weeks. The surface shall then be swept clean of loose stone and dust, after which, No. 3 road oil shall be applied at a rate of one-fifth (1/5) gallon per square yard. This application shall be followed immediately by Grade "A" material (or Grade "A B" material if there is a shortage of Grade "A" material) spread at a rate of 0.008 cubic yard per square yard, and by sand (or screenings below one-eighth inch in size) spread at a rate of 0.003 cubic yard per square yard.

The surface shall then be thoroughly rolled, the fine aggregate being swept about on the surface while the rolling is in progress. The rolling and sweeping shall continue until the oil has hardened and will absorb no more of the aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the type "C" wearing surface shall be proceeded with in the following manner:

The contractor will each day lay out a length of road to be surfaced that day. The subgrade on this length of road shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared subgrade the first lift of the bituminous macadam surfacing shall be placed. Then,

while traffic is being handled over this first lift of surfacing, the second half of the subgrade on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the surfacing shall be constructed upon the first half of the roadway. In this manner, each of the three lifts of bituminous macadam and the key stone course and the seal coat shall be constructed first on one half-width and then on the other half-width of the roadway, care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the center-line joints.,

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Kind and Quality:

The mineral aggregate shall be clean, hard and durable broken stone or crushed gravel, which when subjected to the standard abrasion test, will show an abrasive loss not exceeding four (4) per cent.

If crushed gravel is used, at least fifty per cent, by weight, of each grade of material, shall consist of fragments or particles showing surfaces fractured in the crushing operation.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "A B" materials shall all pass a 3/4 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "C" materials shall all pass a 1½ inch circular ring and be retained on a 3/4 inch circular ring.

Grade "E" materials shall all pass a 2½ inch circular ring and be retained on a 1½ inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand", may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width of nine feet.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be made from an asphaltic base oil. It shall be either a naturally homogenous oil or a homogenous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter.

The oils to be furnished shall be of two grades and they shall be designated as No. 1 road oil and No. 3 road oil. They shall conform with the requirements stated below.

Requirements:		No.1 Oil	No. 3 Oil
Asphaltic Residue of 80 Penetration	minimum	50%	94%
Asphaltic Residue of 80 Penetration	maximum	60%	--
Viscosity, Saybolt Furol at 122° F.	minimum	40 sec.	--
Viscosity, Saybolt Furol at 122° F.	maximum	80 "	--
Viscosity, Float Test at 122° F.	minimum	--	225 sec.
Flash Point, Penskoy-Martins, Degree F.	minimum	175	--
Flash Point, Cleveland Open Cup	minimum	--	425
Water & Sediment	maximum	2%	1½%
Water	maximum	--	½%
Sediment	maximum	--	1%
Bitumen (soluble in Carbon Bisulphide)	minimum	99%	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	--	99.65%
Bitumin Insoluble in 86° B paraffin naptha	minimum	--	6

Deer Creek-Shattuck Corner Section #11

Requirements:

		No. 1 Oil	No. 3 Oil
Bitumen Insoluble in 86° B paraffin naptha	maximum	--	27
Penetration of Residue after loss on heating at 163° C for 5 hrs.	minimum	--	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial	Designation	D243-26T
Viscosity, Saybolt-Furol at 122° F.	"	"	D 88-26
Float Test on Bituminous Materials 122° F.	"	"	D139-27
Flash Point, Pensky-Martin Closed Tester	"	"	D 93-22
Flash Point, Cleveland Open Cup	"	"	D 92-24
Water & Sediment, centrifuge Method	"	"	D 96-26
Water	"	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	"	D165-27
Loss on Heating	"	"	D 6-27
Penetration of Bituminous Materials	"	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naptha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928

Test Reports:

The contractor shall require the producer of the oil to furnish, for each car of oil shipped, a report containing the following information:

1. Date of shipment
2. Car initial and number
3. Destination
4. Grade
5. Specific Gravity
6. Asphalt Content
7. Viscosity
8. Quantity contained in car

Copies of the report shall, on the day the shipment is made, be mailed to the Materials Engineer of the State Highway Department, and to the Resident Engineer in charge of the project.

Manner and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. No. 1 oil shall, at the time it is spread, have a temperature of approximately 150 degrees F. Oil shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure distributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width of not less than nine feet. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tackometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

ROCK SHOULDERS

After the bituminous macadam wearing surface is completed, whatever of the aggregate has been broomed or bladed from the surfacing onto the earth shoulder shall be raked or otherwise moved back to the edge of the surfacing to form a rock shoulder such as is indicated in the typical cross-section plan. In case the materials thus salvaged are not sufficient to provide a shoulder of the cross-section indicated, new materials (Grade "C") shall be hauled and used in the shoulder construction.

Rock shoulders will be required only in connection with type "B" and type "C" wearing surface.

MISCELLANEOUS PROVISIONS

Aggregates to be Furnished by State:

The mineral aggregates for the work to be done under this contract have been produced under a prior contract and are in stock pile along the section of highway which is to be surfaced. No charge will be made to the contractor for such of these materials as may be used in the surfacing construction, but all expense involved in the loading and in the hauling of the materials from the piles to the points at which they are used in the work shall be borne by the contractor.

The locations of the sites upon which the materials are stock-piled, and the quantity of each grade of material stock-piled at each site are as indicated in the accompanying distribution diagram.

In taking the aggregates from the stock piles, the contractor shall avoid the use of any means or methods that will tend to scatter the materials or cause them to become mixed with dirt and other foreign matter. He shall endeavor to salvage from each pile as nearly all of the materials the pile contains as is practicable, or, in the cases of piles where the entire contents are not required, to take the materials the full depth of the pile as far as needed and to leave the remainder undisturbed and in good condition for future use. The picking-up of dirt with the materials must be carefully avoided as aggregate containing dirty or other foreign matter cannot be used in the work.

The contractor will be charged for any materials that he may waste or that he may use without the authority of the specifications or of the engineer.

Provision for Traffic:

The contractor shall be responsible for the safe and satisfactory handling of traffic over the section of highway to be improved, during the whole of the time that his operations are in progress. He shall furnish whatever flagmen and watchmen and whatever barricades, warning signs, direction signs, lights, reflectors and signals as may be needed to properly direct, control and protect the travelling public, and to protect the work against damage by traffic.

Traffic can be detoured from the portion of the project which is to be surfaced with the penetration type bituminous macadam, but elsewhere few, if any, suitable detour roads are available.

Addition of Screenings to Prevent Blooding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, the contractor shall correct this condition by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the center line of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship on the part of the contractor, the contractor shall, without extra compensation, renew or repair the surfacing to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

The pay items under this contract shall be as follows:

	Item	Unit
1.	Mineral Aggregate in Type "A" Surfacing	Cubic Yard
2.	Mineral Aggregate in Type "B" Surfacing	" "
3.	Mineral Aggregate in Type "C" Surfacing	" "
4.	No. 1 Oil in Place	Barrel
5.	No. 3 Oil in Place	"
6.	Placing Rock in Shoulders	Cubic Yard

Payment for the above named items at the unit prices bid for them, shall be understood to comprise full and complete payment for the performance of the work hereinbefore specified to be done including the furnishing of the oil, the preliminary oiling of the existing rock surfacing or macadam base, the maintaining and preparing of the macadam base, the trimming of the earth shoulders, the controlling and directing of traffic and all other work incidental to the complete and satisfactory completion of the improvement as specified.

The quantities to be paid for at the prices bid for mineral aggregate in place in the surfacing shall be the numbers of cubic yards of crushed gravel, crushed rock and sand actually hauled from the stock piles and incorporated in the wearing surface. These quantities shall be measured in the trucks at the points of loading.

The quantity to be paid for at the price bid for "Placing Rock in Shoulders" shall be the number of cubic yards of crushed gravel, crushed rock and sand actually hauled from the stock piles and incorporated in the rock shoulders as specified. These materials shall be measured in the trucks at the points of loading.

The quantities to be paid for at the prices bid for oil in place shall be the numbers of barrels of oil actually furnished and placed on the highway in accordance with the specifications. A barrel of oil shall be understood to be that quantity of oil which at 60 degrees, Fahrenheit, would have a volume of forty-two (42) standard U. S. gallons. Measurement of the quantities will be made in the railroad cars in which they are received from the

refinery, and the actually measured volumes will be reduced to the corresponding 60 degree Fahrenheit volumes in the manner prescribed in Standard Specification D206-25 of the American Society for Testing Materials.

If any of the oil taken from the tank cars after the cars have been measured by the engineer, is wasted, lost, sold, used or otherwise disposed of so that it does not actually enter into the work in accordance with the specifications, estimates of the quantities so wasted, lost, sold, used or otherwise disposed of shall be made by the engineer ; and corresponding deductions will be made from the pay quantities. Deductions will also be made for any extra quantities of oil that may be used in the work due to the failure of the contractor to fully comply with the specifications and with the instructions of the engineer as to quantities of oil to be applied.

Fractional cars of oil unavoidably left on hand when the job is completed will be purchased from the contractor by the State at actual cost f.o.b. the railway siding. Full cars so left on hand will not be purchased by the State.

Type "B" Wearing Surface

1F 127-C

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No. _____

Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon (Gravel) Federal Aid Project No. 127-C (Surfacing)

~~Under separate cover approved plans are also being sent to you.~~

Very truly yours,

W. H. LYNCH
District Engineer

By _____

Encls,

RECEIVED
JAN 14 1930
OREGON
STATE HIGHWAY COMMISSION

ACTING CHIEF BUREAU OF PUBLIC ROADS.

12-22-27

Oregon 127 C

SPECIAL PROVISIONS

Hayes Hill-Shattuck Corner, Surfacing

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon at ten o'clock A.M.(10:00 A.M.) on the twenty-third day of June, 1927.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 10.77 miles of crushed gravel surfacing, the construction of 1.87 miles of crushed gravel resurfacing, and the furnishing of approximately 6,700 cubic yards of crushed gravel for use by the state in connection with maintenance operations.

All of the work to be done is on the Redwood Highway in Josephine County. The south end of the project is at Station 1360+00, which station is at the summit of Hayes Hill. The north end of the project is at Station 2103+00, which station is near a point known as Shattuck Corner, which point is about five miles south and west of Grants Pass. The portion of the project to be resurfaced extends from the south end of the project, north a distance of 1.87 miles, it being the portion which is known as Hayes Hill. The portion of the project to be surfaced extends from the foot of Hayes Hill, north to Shattuck Corner.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than July 31, 1928.

SURETY BOND

The surety bond furnished by the contractor must be the bond of an incorporated surety company licensed to transact business in the State of Oregon, and it must otherwise be satisfactory to the State Highway Commission. Personal surety will not be accepted.

CRUSHED GRAVEL SURFACING

Cross-section and Number of Courses:

The cross-section to which the surfacing is to be constructed, and the number of courses in which the surfacing materials are to be placed, shall, in general, be as indicated in the cross-

ROADS.
12-22-27

section plan attached hereto. These features shall, however, be subject to reasonable variation by the engineer to meet varying conditions encountered.

Kind and Quality of Materials:

The materials to be furnished for the surfacing to be constructed under this contract shall be crushed gravel.

The gravel from which the crushed gravel is manufactured shall be clean, hard, tough and durable. It shall contain no slate, shale, or soft or porous rock, and it shall be free of vegetable and other objectionable matter. When subjected to the standard abrasion test, it shall show an abrasive loss not greater than six (6) per cent.

In the manufacture of the crushed gravel, all oversize pebbles, stones, rocks and boulders of acceptable quality occurring in the pit-run material shall be crushed to specification size and shall become a part of the crushed gravel furnished. The methods used in the manufacture of the crushed gravel shall be such that the percentage of fractured particles occurring in the finished product shall be as nearly constant and uniform as is practicable.

In case there is an excess of fines, the condition shall be corrected by screening sand from the pit-run material.

Prospective Sources of Gravel:

Gravel of suitable quality is available at the following places:

1. In Slate Creek opposite Stations 1492 to 1565.
2. Near Station 1670.
3. At points near the highway between Stations 1802 and 1860.

Acquisition and Development of Sources of Materials:

The State Highway Commission will acquire and make available to the contractor, without charge, the right to take rock and gravel from the sources of materials above mentioned, and the right to use such property adjacent thereto as may be required for the crusher set-ups, bunkers and stock piles.

Sizes of Materials:

The crushed gravel to be used in the surfacing construction work shall be of three sizes, as follows:

Sub-base course crushed gravel shall be crusher-run crushed gravel all of which will pass a screen having two (2) inch circular openings. It shall not contain more than ten (10) per cent of sand or other material which will pass a screen having one-eighth (1/8) inch square openings.

Base course crushed gravel shall be crusher-run crushed gravel all of which will pass a screen having one and one-quarter (1 1/4) inch circular openings. It shall not contain more than ten (10) per cent of sand or other material which will pass a screen having one-eighth (1/8) inch square openings.

Top course crushed gravel shall be crusher-run crushed gravel, all of which will pass a screen having three-quarter (3/4) inch circular openings. It shall not contain any sand or other material which will pass a screen having one-eighth (1/8) inch square openings.

Preparation of Subgrade:

Before spreading the surfacing materials, the contractor shall, by means of blade graders and other suitable equipment, shape up the roadbed, bringing same to uniform crown and grade, with a surface free from ruts, humps and depressions. He shall then form a trench in which to construct the sub-base course, which trench shall be of such form and depth that after the surfacing is completed and the earth shoulders leveled down as hereinafter provided, the cross-section of the surfacing and the position of same with reference to the roadbed will be as indicated in the cross-section plan.

The trench shall be excavated and trimmed to accurate line, grade and cross-section, and shall be so at the time the surfacing materials are placed within it.

Placing Materials:

The placing of materials shall begin at the point where the vehicles delivering the materials enter upon the road, and shall progress away from that point, first in one direction to the end of the unit being surfaced from the source of materials being used, and then in the other direction to the other end of the unit.

The hauling ofmaterials from the point of entry upon the road to the point of deposit shall be done over the surfacin g materials in place between those points, and this hauling shall be distributed over the width of the surfacing in such manner as to be most effective in the compacting of the surfacing materials.

The construction of each course of the surfacing shall be carried as far in advance of the construction of the following course as is practicable under the conditions encountered.

Surfacing materials shall be placed only at such times as the subgrade is dry and otherwise in suitable condition to receive the materials. Hauling over the subgrade and over surfacing completed or in process of construction will not be permitted at times when hauling would cause deformation of the subgrade.

Addition and Incorporation of Filler:

Following the depositing of the surfacing materials for a given course, there shall be spread over those materials such quantities of "Filler" material as the engineer may order. This filler material shall then be mixed with the surfacing materials, the mixing being accomplished by blading the materials (both the surfacing materials and filler materials) back and forth across the roadway, moving the materials first into windrows at the edges of the roadway, then into a windrow at the center of the roadway, then again into windrows at the edges of the roadway, and so on. This movement of the materials back and forth across the roadway shall continue until the filler materials are completely, thoroughly and uniformly mixed with the surfacing materials. When that result is obtained, the materials shall be spread over the roadway in a uniform layer, and there brought to proper crown and grade.

The filler materials herein referred to shall be of the kind and quality hereinafter specified under the head of "Filler." The quantity of filler to be used shall not exceed fifteen (15) per cent of the quantity of surfacing materials.

Blading and Dragging:

After the surfacing materials for a given course have had the filler materials mixed with them, and have been shaped to proper grade and crown as above provided, the contractor shall do such blading and dragging of the course as may be necessary to maintain it free from ruts and corrugations and true to the crown, grade and surface to which it has been finished; and he shall continue such blading and dragging until the course is covered by the next course, or, in the case of the top course, until the whole of the surfacing to be constructed from the source of materials then being used, is entirely completed.

Trimming of Shoulders:

After the top course of the surfacing has been placed and compacted, the earth shoulders shall be leveled down, and the entire roadbed surface shall be made to conform to the cross-section indicated in the cross-section plan. If there be any excess of excavated materials, or, if any rock fragments or stones project above the level of the shoulders, such excess materials and rock fragments and stones shall be picked up and disposed of to the satisfaction of the engineer. All earth, stones, rocks and other matter that may come into the cut ditches as a result of the contractor's operations, shall be removed from the ditches and disposed of in a satisfactory manner.

Measurement and Payment:

Payment for the construction of surfacing as above specified, shall be made at the prices bid per cubic yard for "Sub-base Course Surfacing," "Base Course Surfacing" and "Top Course Surfacing." The quantity to be paid for at each price shall be the number of cubic yards of the respective class of surfacing material furnished and incorporated in the work.

Measurement shall be loose measure aboard trucks, or other conveyances, at the point of their loading.

The unit prices bid shall be understood to cover the preparation of subgrade, the furnishing, crushing, screening, hauling, spreading and compacting of materials, the trimming of shoulders, and all other work involved in the construction of the finished surfacing at the grade and to the cross-section indicated on the plans, and in accordance with these provisions, except as herein otherwise specifically provided.

CRUSHED GRAVEL RESURFACING.

Specifications Same as For Crushed Gravel Surfacing:

Crushed gravel resurfacing shall be constructed in accordance with the specifications which apply to the construction of crushed gravel surfacing, except in so far as those specifications are apparently inapplicable, and except as indicated by the following provisions.

Cross-section and Number of Courses:

The cross-section to which the resurfacing is to be constructed shall be as indicated in the typical cross-section plan attached hereto.

Preparation of Subgrade:

The subgrade for the resurfacing shall be trenched along the edges of the existing surfacing as is indicated in the typical cross-section plan, after which the old surfacing shall be lightly scarified and reshaped to uniform crown.

Measurement and Payment:

For the construction of the resurfacing, payment will be made at the same prices and in the manner as is above specified for payment for the construction of crushed gravel surfacing.

MAINTENANCE MATERIALS

Kind and Quality of Materials:

The crushed gravel to be furnished for use by the State in connection with maintenance operations shall be crushed gravel which will conform in all respects with the specifications hereinbefore given for the kind and quality of crushed gravel to be used in the construction of crushed gravel surfacing.

Grades and Sizes of Materials:

Maintenance materials shall be of three sizes or grades, which sizes or grades will hereinafter be referred to as "Grade "A", Grade "B", and Grade "C".

Grade "A" materials shall all pass a screen having one-half (1/2) inch circular openings and shall all be retained by a screen having one-eighth (1/8) inch square openings.

Grade "B" materials shall all pass a screen having three-quarter (3/4) inch circular openings and shall all be retained by a screen having one-half (1/2) inch circular openings.

Grade "C" materials shall all pass a screen having one and one-quarter (1 1/4) inch circular openings and shall all be retained by a screen having three-quarter (3/4) inch circular openings.

Materials to be Washed:

All maintenance materials shall be thoroughly washed and made free of dirt, clay and silt.

Place of Delivery:

The maintenance materials shall be delivered in stock piles upon suitable sites along and adjacent to the highway between the summit of Hayes Hill and Shattuck Corner.

It is desired to have the stockpiles located at intervals of about two milesm and to have each pile contain materials for the maintenance of an adjoining two-mile section. In order, however, to allow as much latitude as possible in the selection of the sources of materials, and in order to give the most economical distribution of materials regardless of the sources selected, the exact locations of the stock piles will not be designated in advance, but will be determined after the contractor has made his selection of sources.

After the contractor's selection of sources has been made, and after the contractor has designated the limits between which he proposes to furnish materials from each of the sources selected, the locations of the stock piles within each of the units into which the project is thus divided, shall be determined as follows:

1. One stock pile site shall be locatedat the point on the unit which is nearest the source of materials for the unit, and on this site shall be stockpiled the quantities of materials required to maintain the two miles of highway immediately north of the site and the two miles of highway immediately south of the site, as these quantities are indicated hereinafter.

2. The other stock pile sites for the unit shall be located at intervals of two miles in both directions from the stock pile site described in the preceding paragraph, the quantities of materials to be stock piled on each site to be the quantities required to maintain the two miles of highway immediately beyond the site, or, in the case of the end piles in the unit, the quantities required to maintain from the site to the end of the unit.

3. In cases where satisfactory sites are not available at the exact points above specified, the sites to be used shall be selected by the engineer, with the understanding that if the change thus made in stock pile locations increases or decreases the number of yard miles of hauling involved in the delivery of the stock piled materials, when the haul is measured in half-mile units from the source of materials, an adjustment either for or against the contractor, as the case maybe, will be made at the rate of twenty-two cents ($0.22) per yard mile, quantities to be measured in the completed stock pile.

Quantities of Materials Required:

In computing the quantities of the various grades of materials that are to be stock piled upon each stock pile site, the number of cubic yards of materials required per mile of highway, shall be understood to be as follows:

Grade "A" Materials	225 cubic yards
Grade "B" Materials	225 cubic yards
Grade "C" Materials	50 cubic yards

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the engineer.

The work involved in the preparing of the sites will be considered "extra work", and will be paid for accordingly.

Height and Form of Piles:

The piles shall be not less than eight (8) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable. Unless the piles are conical in form, the tops of the piles shall be made level and free of irregularities.

Separate piles shall be provided for each of the different grades of materials, and the piles shall be so arranged that there will be no possibility of the different grades becoming mixed.

Measurement and Payment:

For the furnishing, hauling and stock-piling of maintenance materials in accordance with the foregoing specifications, payment will be made at the prices bid per cubic yard for the following items:

1. Grade "A" Maintenance Materials
2. Grade "B" Maintenance Materials
3. Grade "C" Maintenance Materials

The quantities of stock piled materials to be paid for shall be determined by cross-section measurement of the completed stock piles, no allowance being made for settlement or shrinkage.

In case changes made in the locations of stock pile sites or in the quantities to be delivered at the different sites, increase or decrease the number of yard miles of hauling involved in the delivery of the stock piled materials, when the haul is measured in half mile units from the source of the materials, an adjustment will be made either for or against the contractor, as the case may be, at the rate of twenty-two cents ($0.22) per yard mile, quantities to be measured in the completed stock piles.

F I L L E R

Work to be Done:

Under this item the contractor shall furnish filler materials for incorporation with surfacing materials as hereinbefore described in the specification for surfacing construction.

Materials:

Materials for use as filler shall be clay or some other form of earth material possessing binding qualities. It shall be obtained from such sources as the engineer may designate.

Acquisition of Sources of Materials:

The State Highway Commission will acquire and make available to the contractor without charge, the right to take filler materials from the source or sources selected by the engineer, and the right to use such property adjacent thereto as may be required for hauling roads, development purposes, etc.

Measurement and Payment:

Payment for the furnishing and placing of filler will be made at the price bid per cubic yard for "Filler", which price shall be understood to include and cover the cost of excavating and loading the materials, and such part of the cost of incorporating the filler with the surfacing materials as is not included in other bid prices.

Payment for the hauling of the filler materials from the point of excavation to the point of deposit will be made at the price bid per yard mile for "Filler Haul," it being understood that the haul distance will be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

In case it is necessary to strip overburden from the filler pit or pits, payment for such stripping will be made at the rate of twenty-five (25) cents per cubic yard, the number of cubic yards to be paid for to be determined by cross-section measurement of the overburden in original position. This pay item will be designated as "Stripping Filler Pits."

The pay quantities of filler will be determined by measurement of the materials in the trucks or other conveyances at the points of loading.

EARTH CUSHION

Work to be Done:

Where the engineer so directs, there shall be spread upon the subgrade in rock cuts and on rock fills, a course of suitable earth materials, the purpose of which course is to fill up the interstices and irregularities in the rock subgrade to prevent loss and waste of surfacing materials.

Materials:

Materials for this course shall be obtained from such sources as the engineer may direct. They shall be free from lumps and clods, and shall contain no stones or rock fragments more than one and one-half (1 1/2) inches in maximum dimension.

Details of Construction:

Before the cushion course is placed, the subgrade shall be shaped up to conform as closely as possible with the established roadbed cross-section, crown and grade. Upon the subgrade so prepared, the cushion materials shall be spread to such width and in such quantity as the engineer may direct, and finished to a uniform crown and grade suitable for the receiving of the surfacing materials.

In general, the cushion course shall be twenty (20) feet in width and three or four inches in average thickness.

Measurement and Payment:

Payment for the furnishing and placing of earth cushion will be made at the price bid per cubic yard for "Earth Cushion," which price shall be understood to include and cover the cost of excavating and loading the materials and the cost of depositing and spreading the materials upon the subgrade.

Payment for the hauling of the earth cushion materials from the point of excavation to the point of deposit will be made at the price bid per yard mile for "Cushion Haul," it being understood that the haul distance will be measured in half-mile units, fractional half-miles being allowed for as full half-miles.

In case it is necessary to strip overburden from the earth cushion pit or pits, payment for such stripping will be made at the rate of twenty-five (25) cents per cubic yard, the number of cubic yards to be paid for to be determined by cross-section measurement of the overburden in original position. This pay item will be designated as "Stripping Earth Cushion Pits."

The pay quantities of earth cushion will be determined by measurement of the materials in the trucks or other conveyances at the points of loading.

MISCELLANEOUS PROVISIONS

Schedule of Performance of Work:

The sub-base course of the surfacing shall be completed over the following portions of the project by not later than October 31, 1927:

Stations	1462 to 1471	900	feet
"	1484 to 1489	500	"
"	1501 to 1519	1,800	"
"	1528 to 1562	3,400	"
"	1570 to 1575	500	"
"	1594 to 1597	300	"
"	1691 to 1703	1,200	"
"	1729 to 1970	17,500	"
"	2020 to 2103	7,700	"
	Total	33,800	"

The construction of the resurfacing on Hayes Hill shall be completed by not later than November 30, 1927.

Except as above specified, no surfacing materials shall be placed until after the subgrade has become dry in the spring of 1928.

It shall be optional with the contractor whether the maintenance materials are produced during the 1927 season or during the 1928 season.

Blading Equipment:

For the performance of the blading work incidental to the construction of the surfacing herein specified, the contractor shall have in operation during the whole of the time that the surfacing construction is in progress, all of the following blading equipment and such additional equipment of that kindas may be necessary to produce the specified results:

(1) Two two-horse blade graders.

(2) One heavy tractor-drawn grader equipped with rubber tires and with a blade at least eight feet in length.

(3) One heavy truck-drawn grader equipped with rubber tires and with a blade at least eight feet in length.

(4) One heavy scarifier or a suitable scarifier attachment for the heavy tractor-drawn grader listed above.

The equipment shall be in good condition when brought on the work, and shall be maintained in good repair at all times. The power units shall be entirely adequate for work which they are to perform.

The work to be performed by each piece of blading equipment and the portions of the work upon which each is to be operated, shall at all times be as the engineer may direct.

Truck Loads to be Leveled:

To enable accurate measurement of those materials which are to be measured in trucks, the materials in each truck load shall be struck off or otherwise brought to a level surface.

This work shall be done by the contractor at the point at which the trucks are loaded.

Removal of Contractor's Equipment and Materials:

It is understood and agreed that the contractor is to promptly remove from the highway right of way and from the quarries, camp sites, stock pile sites and other property owned or controlled by the State, all equipment and material that he has placed thereon that is not to become the property of the State. It is further understood and agreed that any such equipment and material, including bunkers and rejected materials of all kinds that is not removed, as herein provided, within ninety (90) days of the date upon which all work to be done under the contract is completed, or within such longer time as may be agreed upon in writing between the contractor and the engineer, shall become the property of the State and may be used or otherwise disposed of by the State without obligation to the contractor or to any party to whom he may transfer title.

Grading Construction in Progress:

The attention of the contractor is called to the fact that the grading of the Hayes Hill-Shattuck Corner Section is not entirely completed, and that that work will be in progress during the whole of the 1927 season. The contractor will be required to conduct his operations in such manner as will best fit in with the operations of the grading contractor.

ANNULMENT OF CONTRACT

The "Annulment of Contract" clause given on pages 10 and 11 of the contract agreement form shall, in this contract, be inoperative, and it shall be superseded by the following provisions:

If the contractor should be adjudged a bankrupt, or if he should make a general assignment for the benefit of his creditor; or if a receiver should be appointed on account of his insolvency; or if he should persistently or repeatedly refuse or should fail to supply enough properly skilled workmen or proper materials; or if he should fail to make prompt payment to subcontractors or for material or labor; or persistently disregard laws, ordinances or instructions of the engineer; or otherwise be guilty of a substantial violation of any provision of the contract, then the State Highway Commission, upon the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor seven days' written notice, terminate the employment of the contractor and take possession of the premises and of all materials, tools and appliances thereon and finish the work by whatever method it may deem expedient. In such case the contractor shall not be entitled to receive any further payment until the work is finished. If the unpaid balance of the contract price shall exceed the expense of finishing the work, including compensation for additional managerial and administrative services, such excess shall be paid to the contractor. If such expense shall exceed such unpaid balance, the contractor shall pay the difference to the State Highway Commission. The expense incurred by the State Highway Commission as herein provided, and the damage incurred through the contractor's default, shall be certified by the engineer.

RIGHT OF COMMISSION TO DO WORK

If the contractor should neglect to prosecute the work properly or fail to perform any provision of this contract, the State Highway Commission, after three days' written notice to the contractor, may, without prejudice to any other remedy it may have, make good such deficiencies and may deduct the cost thereof from the payment then or thereafter due the contractor.

PR 127-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 4, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to the final voucher for Oregon Federal Aid Project No. 127-C.

In checking this voucher against the final monthly field estimate for oiling we find that 585.59 barrels of No. 3 Oil that are shown in the estimate as having been applied to the non-Federal aid portion of the project have been included among the participating quantities in the voucher. Correcting for this reduces the quantity of No. 3 Oil to 3,915.55 barrels, the net overrun (roadway) to $6,674.72, and the total actual cost (roadway) to $255,025.64. Since these changes do not affect the amount on which Federal aid is computed, we are recommending that the voucher be paid in the amount shown thereon.

Very truly yours,

W. H. LYNCH
District Engineer.

#107
170E
FR 127C

November 6, 1929

Hartford Accident & Indemnity Company,
Jewett, Burton & Leavy, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1072 for the construction of the Stony Creek-Shattuck Corner Section of the Redwood Highway in Josephine County has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 16th, 1929.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor on this contract including the final payment will be $54,644.78 of which amount $1,541.28 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

FORM S-A-1 B-18849 SM 6-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATER, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR# 127C

OREGON STATE HIGHWAY COMMISSION

SALEM

Oct. 22, 1929.

IN REPLY PLEASE
REFER TO FILE NO.

J. C. Compton
McMinnville, Oregon.

Attention: Glen Rowell.

Dear Sir:

Your letter of Oct. 11th to Mr. W. E. Chandler, division engineer at Grants Pass, has been referred to the Salem office by Mr. Chandler. This letter concerned a notation on the force account summary sheet for estimate 4, contract 1072, to the effect that a bill for $100.86 was not paid on account of lack of supporting bills.

I have very carefully gone back thru our records at this office and find that this item has been paid and that the notation occurred in the following manner:

"In submitting estimate 2 on this contract, a bill for $100.86 was shown, together with another larger bill and the bill for $100.86 was for some information, which I do not now recollect, sent back to the division engineer for further information, the other bill being paid on estimate 2. This bill for $100.86 received the necessary correction, or information, as the case may be, and was returned to this office and was paid on estimate No. 3, with which estimate, however, no force account or summary was submitted separately. If you will refer to your copy of the voucher on estimate No. 3, you will find this bill listed by itself in the exact amount of $100.86. On estimate 4, which is the one in question, the force account summary when submitted, once more listed this item and the fact that the bill had been previously paid was not noted and an erroneous notation of "no supporting bill" was made. With this information, I am sure that you will locate the apparently missing item and will find that this clears the matter up and that all bills shown on summaries to date have been paid.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS L
cc W. E. Chandler, Grants Pass.
cc S. H. Probert, Office Engineer.

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

October 15th
1 9 2 9

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

Herewith I am forwarding letter from J. C. Compton referring to deduction of $100.86 on his final estimate. As a final was rendered Mr. Compton from the Salem office, will you please investigate and advise Mr. Compton directly or, if necessary, send the matter to this office.

Yours truly,

Division Engineer.

WEC/F
Inc. 1.

J. C. COMPTON COMPANY

J. C. COMPTON
McMinnville, Oregon

GENERAL CONTRACTORS

c/o McMinnville, Oregon, October 11, 1929.

J. P. Chandler, Division Engineer,
Grants Pass, Oregon.

Dear Sir:

In checking over our estimates covering the Deer Creek-Shattuck Corner job we note an item on the extra work bills amounting to $ 100.86, being debited with the notation-no supporting data.

We would appreciate any information that you can give us regarding this item that we may secure the data to support the claim.

Thanking you, we remain,

Very truly,

J. C. Compton Co.

By Glen L. Powell

RECEIVED
OCT 14 1929
GRANTS PASS DIV. OFFICE

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR# 127-C

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE No. .....

Grants Pass, Oregon.
September 4th, 1929.

ATTENTION: .....

RECEIVED
SEP 5 1929
OREGON
STATE HIGHWAY COMMISSION

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

In connection with the Compton contract on the Hayes Hill-Shattuck Corner Section advise that Mr. Compton is making a claim for extra haul which we are trying to work out with him. The claim as represented by our figures on extra haul amounts to around $500.00. I can see no reason why we should not pay at least a part of this claim as it is due to several different things in connection with stock piles.

For instance, one of the stock piles was not located correctly on the chart, on others material has been taken for maintenance purposes and others show shrinkage.

I would advise that you pay everything except this claim at once as this is all there is any question about. We will send this to you by the first of next week. It is necessary to see Sam Boardman on a point or two before sending it in. Mr. Boardman is in Medford today and will probably be here tomorrow.

Yours truly,

WEC/F

Division Engineer

August 28, 1929

Mr. W. E. Chandler
Division Engineer
Grants Pass, Oregon

Dear Sir:

We are delaying final payment in connection with the Compton contract for the construction of bituminous macadam wearing surface on the Hayes Hill-Sherbrook Corner Section pending a decision as to what action is to be taken in connection with certain claims for compensation which, we understand, are being made by Mr. Compton. It is important, therefore, that a settlement of these claims be reached as soon as possible. Please advise as to the present status of this matter.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AF

August 14, 1929

Mr. H. E. Chandler
Division Engineer
Grants Pass, Oregon

Dear Sir:

In accordance with your request of August 13th, we are sending to you by express the following:

One blue print of the haul sheet on the J. G. Compton contract, No. 1078.

The cross-section notes and plotted sections of maintenance stock piles on the State Line-Hayes Hill Section, Contract No. 838, and, also, on the Hayes Hill-Shattuck Corner Section, Contract No. 879.

Yours truly,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. McCallister/AF

FORM B-A-1 0-12000 3M 6-30

COMMISSIONERS
N. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR# 127-C

OREGON STATE HIGHWAY COMMISSION

SALEM

July 30, 1929

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Chandler
Division Engineer
Grants Pass, Oregon

Dear Sir:

Regarding price agreement attached hereto for the re-oiling of the Redwood Highway between Shattuck Corner and the Pacific Highway will advise that this will be paid for by Commercial voucher and not made a portion of the final estimate for the contract job. Please submit maintenance order to cover the change.

Apply the 95% oil at the rate of .25 gallon per square yard and the rock at the rate of 111 cubic yard per mile.

Yours truly,

R. H. Baldock
Maintenance Engineer

RHB/er

cc S. H. Probert
S.H. Boardman

PR 127C

Form 39—C 7616—2M—1-28.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 12, 1928

Job name DEER CR.-SUATTUCK SCALE OILING

Week from MAY 1 to MAY 11

Mail address SELMA, ORE.

Highway REDWOOD

Telegraph or telephone address

County JOSEPHINE Job prefix 17 PE

Express and freight address GRIDER

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

DURING WEEK OILED TACK COAT FROM M.P. 38.1 TO M.P. 27.6 C. (ENDED) OLD OIL GRINTY FARR TO FOOT HAYES HILL (COVERED) MORNING OIL SPREAD IN EVENING BY MATERIAL BLADED FROM SIDE OF ROAD. AFTERNOON SPREAD (COVERED) IN MORNING SOME DIFFICULTY IN EDUCATING CONTRACTOR TO THE RIGHTS OF TRAVELING PUBLIC. HIS MAJOR OBJECT, THE SPREADING OF SO MANY BARRELS OF OIL AT SO MUCH PER BARREL. SAVES CARAVAN TO SAVES SATURDAY. CONTRACTOR STARTED UP HAYES HILL JUST PREVIOUS TO CARAVAN WITH TWO MACK TRUCKS PULLING A CATERPILLER LOADER, SIDE TRACKED HIM UNTIL PASSING OF CARAVAN. QUITE PUT OUT OVER ACTION. COMPLAINED OVER LOSS OF TIME AND MONEY. POINT BROUGHT OUT TO DRAW COMPARISON BETWEEN STATE AND CONTRACTOR REGARDING VIEW POINT IN CONSIDERING PUBLIC. HIS ONLY OBJECT IN THE DOLLAR. RESTRICTIONS SHOULD BE RIGID WITH THOSE WHO HANDLE IN VO-LC FOR A MONEY CONSIDERATION. CONTRACTING TO STATE SPECIFICATIONS WILL BE A MATTER OF EDUCATION. I TRUST WITH THE CONTROL OF THE VOLUME CAKE CONTRACTOR WILL BE EDUCATING THE STRAIGHT EDGE TO COVER MANY SMALL DETAILS WHICH ARE NATURAL FACT CONSIDERATION WITH STATE FORCES.

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 127c

May 11, 1929

Standard Oil Company of California,
P. O. Drawer 1197k
Portland, Oregon.

Gentlemen:

Responding to your inquiry of the 9th instant for information concerning the contract that was awarded to J. C. Compton for a portion of the Redwood Highway in Josephine County.

This is State Highway Contract 107E. The location is between Deer Creek and Shattuck Corner on the Redwood Highway in Josephine County, and the work consists of 6.8 miles of oiling and 10.77 miles of bituminous macadam construction. Payments will be made monthly by the State. The completion date as set is July 31, 1929. The surety on the bond is the Hartford Accident and Indemnity Company for whom Jarrett, Barton & Leavy are agents, with offices in the Lewis Building, Portland, Oregon. The amount of the bond is $50,000.00.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
S. E. NORD
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

May 9, 1929.

J. C. Compton, McMinnville, Ore.

State of Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

We understand that J. C. Compton has been awarded the contract for oiling the Redwood Highway from Deer Creek to Shattuck Corner. As we are supplying the oil to Mr. Compton to be used in connection with this work, we would appreciate receiving the following information in order to complete our records:

Correct description, and location of the work
Contract number
Amount of the contract
Manner of payment provided in the contract
Time limit to the contractor or estimate of when job will be completed
Name and address of the bondsmen who are furnishing the material men's bond
Amount of the Bond.

For your convenience in replying, we are enclosing a stamped and addressed envelope.

Contract No. 1072 - Deer Creek-Shattuck Corner
Section of the Redwood Highway in Josephine Yours very truly,
County. 6.80 Miles of Oiling and 10.77 miles of Bit. Macadam.

STANDARD OIL COMPANY OF CALIFORNIA

Amt. of Cont. $50,000.00 - Completion date is July 31, 1929
Surety is Hartford Accident & Indemnity Co.,
Jewett, Barton & Leavy, Agts, Lewis Bldg.
Portland.

W. L. MUNCY
District Sales Manager

By I. M. Lewing

CDE:LP

ANSWERED
H. B. G.

#979
170C-1

PR127C

May 2nd, 1929

John Casualty & Surety Company,
Bates, Lively & Pearson,
Yeon Building
Portland, Oregon.

Gentlemen:

Attached hereto is copy of letter we have today received from Tom Hill relative to his claim against Harness & Colby, being in the sum of $150.00 for truck hire in removing slides in connection with Harness & Colby's contract for surfacing of the Hayes Hill-Chattuck Corner Section of the Redwood Highway.

This information is given you as you appear as surety on the bond furnished by Harness & Colby in this instance.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JB

May 2nd, 1929

Barnes & Colby,
Roseburg, Oregon.

Gentlemen:

We attach hereto copy of letter we have received from Tom Fall in which he advises us of his claim against you in the sum of $150.00 for trouble him in the removal of slides in connection with your contract for the surfacing of the Hayes Hill-Shattuck Corner Section of the Redwood Highway. Will you please give this your attention.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JE

May 2nd, 1929

Mr. Tom Hill,
Brookings, Oregon.

Dear Sir:

We acknowledge receipt of your letter of the 30th ultimo in which you advise us of your claim in the sum of $150 against Harness and Colby being for truck hire for moving slides on the Deer Creek-Hayes Hill Section of the Redwood Highway.

We presume that the contract you are working on is our contract No. 979 which was awarded to Harness and Colby for the surfacing of the Hayes Hill-Chetnock Corner Section of the Redwood highway.

The bond furnished in connection with this project was written by the Aetna Casualty & Surety Company, Bates, Lively and Pearson, Agents, Yeon Building, Portland, Oregon. We would suggest that you communicate with the bonding company relative to your claim and if you secure no satisfaction from them then it will be necessary for you to resort to action in the courts, in which event you should file notice of your claim with the Secretary of State in accordance with Section 2991, Oregon Laws, a mimeograph copy of which we enclose.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JS
enc

Brookings, Oregon

April 30th 1929

Oregon State Highway Commission

Salem, Oregon

Gentlemen:-

Notice is hereby given that the undersigned T. Hull has a claim for cleaning out slides on force account for the sum of One Hundred Fifty Dollars against the bond taken from Marness & Coby for truck hire in removing slides on the Deer Creek Mays Mill Section.

Tom Hull

State Of Oregon

County of Curry

Subscribed and sworn to this 30th day of April 1929

G. D. Ford

Notary Public for Oregon

RECEIVED
MAY 2 1929
OREGON
STATE HIGHWAY COMMISSION

OAR-127 C

April 16, 1929.

Bureau of Public Roads,
Box 2900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for modified agreement covering the Hayes Hill-Shattuck Corner Section, Project 127-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. H. Rauh/AP

Oregon State Highway Department — Project No. 127-G

HAYES HILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate as basis of modified agreement, revised to include construction of Bituminous Macadam Wearing Surface.)

Salem, Oregon, April 9, 1929

Grading:

All Required	Clearing and Grubbing		$10,000.00
97,000 cu. yds.	Common excavation		
71,000 cu. yds.	Solid Rock Excavation		
340,000 cu. yds.	Overhaul		
	Class "A" concrete	24.00	
20 cu. yds.	Class "B" concrete	24.00	
22,000 lbs.	Metal Reinforcement	.07	1,540.00
	Lumber & timber in flumes	50.00	850.00
800 cu. yds.	Rock or Gravel Backfill for Drains	2.00	1,200.00
5,000 lin. ft.	6" Perous Drain tile	.25	
800 lin. ft.	12 " concrete pipe	1.50	
1,500 lin. ft.	18" concrete pipe	2.50	
700 lin. ft.	24" concrete pipe	3.15	
400 lin. ft.	30" concrete pipe	5.00	
260 lin. ft.	18" concrete siphon pipe	3.25	
60 lin. ft.	24" concrete siphon pipe	4.50	270.00

Surfacing (Foundation Course)

12,440 cu. yds.	Sub-base course surfacing	1.40	17,416.00
7,160 cu. yds.	Base course surfacing	1.65	11,814.00
4,550 cu. yds.	Top course surfacing	1.80	8,190.00
2,700 cu. yds.	Filler	.25	675.00
2,340 yd. mi.	Filler haul	.25	585.00

Bituminous Macadam Aggregate

			$ 18,231.67
1,575 cu. yds.	Grade "A" Aggregate	2.20	3,465.00
1,000 cu. yds.	Grade "B" Aggregate	1.80	1,800.00
6,700 cu. yds.	Grade "C" Aggregate	1.40	9,380.00
425 cu. yds.	Grade "AB" Aggregate	2.20	935.00
2,000 cu. yds.	Grade "E" Aggregate	1.40	2,800.00
500 cu. yds.	Sand	-	-

Construction of Bituminous Macadam Wearing Surface

3,000 cu. yds.	Mineral Aggregate in Type "B" Surfacing	2.15	6,450.00
8,500 cu. yds.	Mineral Aggregate in Type "C" "	1.73	14,705.00
1,080 bbls.	No. 1 Oil in Place	3.68	3,974.40
4,310 bbls.	No. 3 Oil in Place	4.63	19,955.30
700 cu. yds.	Placing Rock in Shoulders	1.25	875.00
	Roadway (Sub-total)		$222,609.70
	10% Engineering & Contingencies		22,260.97
			$ 244,870.67

Bridges:

Bridge No. 1268 - Sta. 1267

135 cu.yds.	Excavation	2.25	$ 346.75
101 cu. yds.	Class "A" Concrete	23.00	2,323.00
17 cu. yds.	Class "D" Concrete	24.00	408.00
14,000 lbs.	Metal Reinforcement	.05	700.00
70 lin. ft.	Handrail	4.00	280.00

Bridge No. 1269 - Sta. 1267

95 cu. yds.	Excavation	2.25	213.75
75 cu. yds.	Class "A" Concrete	23.00	1,725.00
18 cu. yds.	Class "D" Concrete	24.00	432.00
10,100 lbs.	Metal Reinforcement	.05	505.00
70 lin. ft.	Handrail	4.00	280.00

Bridge No. 1270 - Sta. 1492

130 cu. yds.	Excavation	2.25	292.50
85 cu. yds.	Class "A" Concrete	23.00	1,955.00
21 cu. yds.	Class "D" Concrete	24.00	504.00
13,300 lbs.	Metal Reinforcement	.05	665.00
80 lin. ft.	Handrail	4.00	320.00

Bridge No. 1271 - Sta. 1492

525 cu. yds.	Excavation	2.25	1,181.25
119 cu. yds.	Class "A" Concrete	23.00	2,737.00
21 cu. yds.	Class "D" Concrete	24.00	504.00
14,800 lbs.	Metal Reinforcement	.05	740.00
115 lin. ft.	Handrail	4.00	460.00
	Bridges (sub-total)		$ 15,574.25
	10% Engineering & Contingencies		1,657.42
			$ 18,231.67
	Project (sub-total)		239,183.95
	10% Engineering & Contingencies		23,918.39
	TOTAL		$263,102.34

Length of Project 10.709 miles Gross
" " 10.694 " (exclusive of Applegate Bridge)
" " 10.669 " (exclusive of Bridges over 20' Span)

Cost per mile including bridges $24,386.16
" " " excluding bridges 22,951.60

State Funds Available	$105,240.94
Federal Aid Requested	157,861.40
	$263,102.34

S U M M A R Y

Item	Federal Aid	State Funds	Total
Roadway	146,922.40	97,948.27	244,870.67
Bridges over 20' span	10,939.00	7,292.57	18,231.57
	$ 157,861.40	$105,240.84	$ 263,102.24

State funds for construction. Chap.178, Laws 1917; Chap. 81 Laws 1920.
State funds for maintenance. Res. Aug 17,1917; Chap. 257 Laws 1917.

NOTED
State Highway Engineer

April 10, 1929

H. H. Ignah, District Engineer,
U. S. Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is herewith acknowledged of your communication of March 27 with reference to revised specifications and estimates as submitted for Oregon Federal Aid Project 127 Section C, involving the construction of two types of bituminous macadam on the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County.

We note that you question some of the modifications of the specifications for the multiple lift type, particularly the use of sand prior to the application of the seal coat and the division of the seal coat in two applications with a final spread of sand. You seem to be under the impression that there will be danger of obtaining a soft, mushy surface and after a few years the probability of a slippery top.

Progress can only be made through the correction of past errors. We found last year, that in an endeavor to secure a very non-skid top, in the construction of bituminous macadam surfacing there resulted in certain cases a slightly porous surface which is quite dangerous in Oregon, due to the large amount of rainfall and to the rather severe frosts. In an attempt to insure a positive seal we have devised the specification submitted to you and we are of the opinion we have not added enough sand to cause a soft, mushy surface. The spread of the sand following the bitustone and prior to the application of the seal coat is in the amount of only 32 cubic yards per mile of 18-foot roadway, which fills the small surface interstices. You will note that the amount of sand is very small compared with the coarse aggregate used. By exposing the road to traffic a few days the small amount of loose rock will kick off and the surface polish up so that the seal coat to follow will serve as a seal rather than a further penetration. We tried this on a few small sections last year and it gave very satisfactory results with no indication of the mushy surface of which you speak.

With reference to the application of the seal coat, advise that last year we secured a much better seal by placing the oil in two applications. In using the single seal small microscopic holes were present on the surface which we found closed up slowly under the heat of the sun and unless the road surface was not exposed to the sun for a long period before the fall rains the surface would take water. We further found that this condition can be almost entirely eliminated by placing the oil in two applications, allowing the first coat to be exposed to traffic for a week or more before the second application. It is hardly probable that the small microscopic holes will occur one upon the other.

We do not feel that one-half gallon per square yard of oil is too great a quantity for a seal in this country. This is the maximum amount as specified under type "B" as approved by your office. We have had very little bleeding of 85 per cent oil surfaces in this state on roads now two years oiled. Some of the 85 per cent oil surfaces, however, have bled somewhat and when they were in a soft condition we have spread an application of 3/4-1/2 clean materials which set into the soft oil and gave a more skid proof surface than we had originally. Hence we feel that some bleeding is necessary to insure a thorough seal and that we can always obtain a skid proof surface by the application of more clean screenings.

Will advise you that there is approximately 1200 miles of oiled and bituminous macadam surface in the State and that no pushing or rolling of the surface has developed. A computation of the per cent of asphalt to the total amount of aggregate by weight discloses the fact that this specification calls for only approximately 4.5 per cent of asphalt which surely is not sufficient to cause pushing or rolling, especially when we consider that the multiple lift affords a more thorough and intimate mixture of the mineral aggregate and the oil binder than the standard penetration specification.

With reference to your suggestion, in the second paragraph of your letter, that we eliminate the spread of sand on the keystone course and apply a seal coat in conformity to the specification described under type "A", involving an application of .35 gallons per square yard, followed by the application of grade "B" stone in the amount of .01 cubic yards per square yard which will be bladed, brocmed and rolled, followed by a second application of grade "B" aggregate to the amount of .0065 cubic yards per square yard followed by additional blading, brooming and rolling. No objection will be made to the use of approximately one-half mile of this seal specification for experimental purposes in order to determine its value with relation to the specification under type "C".

This job is now under contract and as it is the first of this type awarded by the State Highway Commission, we would rather not make any major changes, because of possible claims against the State the contractors might file.

We believe that we have sound reasons for the specification adopted for the job in question and will appreciate your further consideration of our application.

Yours very truly,

ROY A. KLEIN
State Highway Engineer

By R. H. Baldock

R. H. Baldock
Maintenance Engineer

RHB:LM

S. H. Project

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 27, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to revised specifications and estimates submitted for Oregon Federal Aid Project No. 127, Section C.

These specifications have been carefully examined, and there are noted some modifications in the description of the multiple lift type, particularly the use of sand prior to the application of the seal coat, the division of the seal coat into two applications, and a final application of sand. We are not convinced that these changes are an improvement, believing they will tend to give a soft, mushy surface and finally after two or three years a very slippery texture. We believe the description of the second application of oil and subsequent work in Type A which is now incorporated in these specifications would furnish an excellent seal coat for the penetration macadam and the multiple life type, especially if the A-B stone chips were so divided as to apply the B grade first and the A grade later. In deference to the hardness of the rock and your views, we would not object to a final spread of sand.

We believe the suggestion above would add to the quality of the work and reduce the price, particularly for the multiple lift type. We are much interested in the possibilities of the multiple lift type as a means of producing a smoother riding penetration macadam, and are therefore concerned about any detail that will add to its price or detract from its quality as compared with the standard method of building penetration macadam.

We realize that you have found some of the multiple lift type has a slightly porous surface, and desire to correct the defect by using sand. Porosity of the surface decreases after a year or two of traffic, and therefore the critical period is the first winter. We believe a final application of sand and its elimination from the earlier processes would accomplish the purpose.

We hope that the estimate based on contract prices and any comments upon the foregoing will be submitted as early as

possible in order that the papers may be forwarded to Washington promptly and the Chief Engineer may have an opportunity to comment thereon before construction proceeds.

Very truly yours,

W. H. LYNCH
District Engineer.

C C 2-R127-C

Feb. 28, 1929

Bureau of Public Roads,
Box 5900,
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate and unit price analysis, with specifications covering construction of bituminous macadam wearing surface on the Hayes Hill-Shattuck Corner Section, Project No. 127-C. Five copies of the special provisions covering this work are also enclosed.

Under separate cover we are sending to you five copies of our standard specifications.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:EM
Encs

Oregon State Highway Department — Project 127-C

HAYES HILL—SHATTUCK CORNER SECTION

OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate with Bituminous Macadam wearing surface specification. Not as basis for modified agreement)

Aggregate. (contract prices) — Feb. 27, 1929

1575 cu. yds.	Grade "A" Aggregate	$ 2.20	$ 3,465.00
1000 " "	Grade "B" Aggregate	1.90	1,900.00
6700 " "	Grade "C" Aggregate	1.40	9,380.00
425 " "	Grade "AB" Aggregate	2.20	935.00
1000 " "	Grade "B" Aggregate	1.40	1,400.00
500 " "	Sand	0.00	0.00

Construction of Bituminous Macadam Wearing Surface (Estimated prices)

3000 cu. yds.	Mineral Aggregate in Type "B" Surfacing	1.35	4,050.00
8500 " "	Mineral Aggregate in Type "C" Surfacing	1.25	10,625.00
1080 bbls.	No. 1 Oil in Place	5.00	5,400.00
4510 Wels.	No. 3 Oil in Place	6.00	25,060.00
700 cu. yds.	Placing Rock in Shoulder	1.00	700.00
	Sub Total		55,015.00
	10% Engr. & Cont.		5,501.50
	Total		71,516.50

Length of Project, 10.789 miles (gross)

Length of Project, 10.669 miles (Exclusive of Br. over 20' span)

Cost per mile, $6,703.20

State funds available .	$27,011.79
Federal Aid Requested	44,504.71
	$71,516.50

State funds for construction - Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance - Resolution Aug. 17, 1917; Chapter 237, Laws 1917.

CC CC PR127C

Form 39—C-7616—2M—1-28.

NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date APR 30 1929

Job name DEER CR - WHATTUCK CR. Week from APR 21 to APR 27

Mail address SELMA

Highway REDWOOD Telegraph or telephone address

County JOSEPHINE Job prefix Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RUN CENTER LINE WITH OFFSETS FROM STA 1652
TO STA 1695.

CONTRACTOR SETTING UP PLANT.

RECEIVED
APR 30 1929
[redacted] OFFICE

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title Asst Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR127C

Form 89—C-7616—3M—1-28.

OREGON STATE HIGHWAY DEPARTMENT

NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date APR 20, 1929

Job name DEER CR - SHATTUCK CR. Week from APR 14 to APR. 20

Mail address SELMA

Highway REDWOOD Telegraph or telephone address

County JOSEPHINE Job prefix 17 FE Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

RUN CENTER LINE WITH OFFSETS FROM STA. 1642 TO STA. 2103.

CONTRACTOR MOVED IN TO WATERS CREEK WITH PART OF EQUIPMENT ON APRIL 17.

RECEIVED
APR 30 1929
STATE HWY. ENGR. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed L. F. Boardman

Title Res. Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

FER-127-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 24, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to this morning's telephone conversation between Mr. Probert and Mr. Caufield. In conformity with that conversation, the April 9th estimate for Oregon F.A.P. 127-C (Hayes Hill - Shattuck Corner Section of the Redwood Highway) has been recommended for approval as a substitute estimate for auditing vouchers. The practical application of this is that, to all intents and purposes, the estimate in question becomes the project agreement estimate; but the amount of Federal aid set up in the modified agreement executed December 22nd, 1928 by the Secretary remains as given therein, namely -- $156,779.20. If a modification were made, the amount of Federal aid which would be set up would be $157,861.40, or an increase of $1,082.20. Should a modification be desired later by you it will be considered on its merits; however retroactive approval cannot be given for increased Federal aid, and if overruns should occur which indicate that a modification may be required, our approval should be secured before the work is done.

Vouchers for the project in question will be prepared according to the items and unit prices given in the April 9th estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

FORM S A-1 D-11170 5M 1-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 127c

OREGON STATE HIGHWAY COMMISSION

SALEM
April 13, 1929

IN REPLY PLEASE
REFER TO FILE NO.

W. E. Chandler,
Division Engineer,
Grants Pass, Oregon.

Dear Sir:

Regarding your communication of April 8, in which you recommend the use of heavy oil rather than light oil for base material on the Redwood Highway which job is now under contract, will advise that the last time I looked over the job there was quite a bit of binder present which is not satisfactory in using the heavy oil base treatment. Furthermore, we have awarded the contract on the basis of using No. 1 light oil for the prior coat or base treatment and inasmuch as this is our first contract of this kind in this state I very much dislike to start making major changes and do not wish to make any change on this job other than small details that might necessarily arise, unless such changes become material in the interest of good workmanship. Therefore, I cannot approve your recommendation.

Yours very truly,

R. H. BALDOCK
Maintenance Engineer

RHB:HM
cc Roy A. Klein

D-11170 SM 1-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

FR 127-C

OREGON STATE HIGHWAY COMMISSION

NOTED

State Highway Engineer

SALEM

April 10, 1929

IN REPLY PLEASE REFER TO FILE NO.

H. H. Lynch, District Engineer,
U. S. Bureau of Public Roads,
Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is herewith acknowledged of your communication of March 27 with reference to revised specifications and estimates as submitted for Oregon Federal Aid Project 127 Section C, involving the construction of two types of bituminous macadam on the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County.

We note that you question some of the modifications of the specifications for the multiple lift type, particularly the use of sand prior to the application of the seal coat and the division of the seal coat in two applications with a final spread of sand. You seem to be under the impression that there will be danger of obtaining a soft, mushy surface and after a few years the probability of a slippery top.

Progress can only be made through the correction of past errors. We found last year, that in an endeavor to secure a very non-skid top, in the construction of bituminous macadam surfacing there resulted in certain cases a slightly porous surface which is quite dangerous in Oregon, due to the large amount of rainfall and to the rather severe frosts. In an attempt to insure a positive seal we have devised the specification submitted to you and we are of the opinion we have not added enough sand to cause a soft, mushy surface. The spread of the sand following the keystone and prior to the application of the seal coat is in the amount of only 32 cubic yards per mile of 18-foot roadway, which fills the small surface interstices. You will note that the amount of sand is very small compared with the coarse aggregate used. By exposing the road to traffic a few days the small amount of loose rock will kick off and the surface polish up so that the seal coat to follow will serve as a seal rather than a further penetration. We tried this on a few small sections last year and it gave very satisfactory results with no indication of the mushy surface of which you speak.

With reference to the application of the seal coat, advise that last year we secured a much better seal by placing the oil in two applications. In using the single seal small microscopic holes were present on the surface which we found closed up slowly under the heat of the sun and unless the road surface was not exposed to the sun for a long period before the fall rains the surface would take water. We further found that this condition can be almost entirely eliminated by placing the oil in two applications, allowing the first coat to be exposed to traffic for a week or more before the second application. It is hardly probable that the small microscopic holes will occur one upon the other.

We do not feel that one-half gallon per square yard of oil is too great a quantity for a seal in this country. This is the maximum amount as specified under type "B" as approved by your office. We have had very little bleeding of 95 per cent oil surfaces in this state on roads now two years oiled. Some of the 85 per cent oil surfaces, however, have bled somewhat and when they were in a soft condition we have spread an application of 3/4-1/2 clean materials which set into the soft oil and gave a more skid proof surface than we had originally. Hence we feel that some bleeding is necessary to insure a thorough seal and that we can always obtain a skid proof surface by the application of more clean screenings.

Will advise you that there is approximately 1200 miles of oiled and bituminous macadam surface in the State and that no pushing or rolling of the surface has developed. A computation of the per cent of asphalt to the total amount of aggregate by weight discloses the fact that this specification calls for only approximately 4.5 per cent of asphalt which surely is not sufficient to cause pushing or rolling, especially when we consider that the multiple lift affords a more thorough and intimate mixture of the mineral aggregate and the oil binder than the standard penetration specification.

With reference to your suggestion, in the second paragraph of your letter, that we eliminate the spread of sand on the keystone course and apply a seal coat in conformity to the specification described under type "A", involving an application of .35 gallons per square yard, followed by the application of grade "B" stone in the amount of .01 cubic yards per square yard which will be bladed, broomed and rolled, followed by a second application of grade "B" aggregate to the amount of .0065 cubic yards per square yard followed by additional blading, brooming and rolling. No objection will be made to the use of approximately one-half mile of this seal specification for experimental purposes in order to determine its value with relation to the specification under type "C".

This job is now under contract and as it is the first of this type awarded by the State Highway Commission, we would rather not make any major changes, because of possible claims against the State the contractors might file.

We believe that we have sound reasons for the specification adopted for the job in question and will appreciate your further consideration of our application.

Yours very truly,

ROY A. KLEIN
State Highway Engineer

By R. H. Baldock

R. H. Baldock
Maintenance Engineer

RHB:HM

R. H. Klein

PR 1-7C

April 2, 1929

Mr. J. O. Compton,
McMinnville, Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for oiling and surfacing the Deer Creek-Shattuck Corner Section of the Redwood Highway in Josephine County.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Gieinger
Chief Clerk.

RAK:H

Enc. 1.

PR. 127.C

ESTIMATE FOR COMPARISON OF BIDS

DEER CREEK - SHATTUCK CORNER SECTION

Item				
1.	Mineral aggregate, type A surfacing	1300 cu. yds.	@ $1.10	$1430.00
2.	" " " B "	3000 " "	" 1.00	3000.00
3.	" " " C "	8500 " "	" 1.10	9350.00
4.	No. 1 oil in place	1760 bbls.	" 5.00	8800.00
5.	" 3 " " "	4940 "	" 6.00	29640.00
6.	Placing rock on shoulders	700 cu. yds.	" .50	350.00
				52,570.00
	Force repair old road and maintain - - - - - - - - - - - - - - - -			1,000.00
				53,570.00
	Engineering -			5,357.00
				$58,927.00

RECEIVED
MAR 5 - 1929
OFFICE OF
MAINTENANCE ENGINEER
STATE HIGHWAY COMMISSION

R 60/27-C

DETAIL OF ESTIMATE OF COST

DEER CREEK-SHATTUCK CORNER SECTION

Type "A" - - 6.8 miles heavy oil wearing surface
Type "B" - - Penetration bituminous macadam wearing surface, 2.83 miles
Type "C" - - 7.94 miles multiple lift bituminous wearing surface.

Cost of oil and cont. profit of 15%
on all items except materials which is 5%.

	#1	#3
Heating	.35	.70
Hauling and Applying	.45	.70
Cost ~~[illegible]~~ of oil (f.o.b. refinery)	.95	1.95
Freight to Water Creek	1.30	1.50
~~Set-Up~~ Setting-up and dismantling plant	.05	.12
Overhead ~~and Salary of Supt.~~	.15 *	.18
Bond and Insurance	.15 *	.15
~~Preparation of Subgrade~~ Macadam Base	.55 -	
~~Patching~~ Upkeep of Macadam Base	.50 -	
Flagmen and traffic control	.20 -	.30
Weather delays and contingencies	.35	.40
	$5.00	$6.00

COST OF MINERAL AGGREGATE

	Type A	Type B	Type C
Loading	.23	.22	.22
Hauling	.32	.43	.43
Rolling	.05	.12	.12
Spreading	.12	.12	.12
Overhead ~~Sal. of Supt, Bond & Ins.~~	.13	.13	.13
~~Set-Up~~ Setting-up and dismantling plant	.05	.05	.05
Shoulders Construction	-	.05	.05
Headers	-	.05	-
Hand Work Spotting	-	.08	.03
Weather delays and contingencies	.10	.10	.10
	$1.00	$1.35	$1.25

STENCIL NO. 125

PR# 127-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please refer to File No. Oregon 127-C

January 24, 1929

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 127-C.

~~Under separate cover approved plans are also being sent to you.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

BUREAU OF PUBLIC ROADS
12-22-28

SPECIAL PROVISIONS

Bituminous Macadam Wearing Surface for
Hayes Hill-Shattuck Corner Section

DESCRIPTION OF WORK

. The work to which these special provisions apply consists of the construction of 10.77 miles of bituminous macadam wearing surface on the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County.

The west end of the project is at Station 1462, which station is about sixteen miles west of Grants Pass. The east end of the project is at Station 2103, which station is about five and one-half miles west of Grants Pass.

TYPES OF CONSTRUCTION

On the portions of the project which are between Stations 1596 and 1696 and between Stations 1970 and 2020, a total distance of 2.84 miles, the bituminous macadam wearing surface shall be of the penetration type, which type will hereinafter be referred to as "Penetration Type Bituminous Macadam."

On all other portions of the project, the bituminous macadam wearing surface shall be of the multiple lift type, which type will hereinafter be referred to as "Multiple Lift Type Bituminous Macadam."

OILING OF SUBGRADE

General:

As a preliminary to the construction of the bituminous macadam wearing surface, and as a means of preserving the subgrade in the condition in which it will be turned over to the contractor, in the early spring, the contractor shall, during the first two weeks in April, 1929, or as soon thereafter as the weather conditions and the dryness of the subgrade will permit, oil the subgrade.

Responsibility for Subgrade Maintenance:

The Highway Commission will maintain the subgrade until April 1, 1929, or until such date thereafter as the weather conditions and the condition of the subgrade will permit the oiling of the subgrade, and will at that time turn it over to the contractor in good condition. From that time on, until the job is completed, the contractor shall be responsible for the maintenance, upkeep and repair of the roadway, and he must not allow any part of the subgrade to become corrugated, rutted or rough prior to the time that it is covered with the bituminous macadam wearing surface. The oiling of the subgrade is being required to make the satisfactory maintenance of the subgrade possible, and to insure the subgrade being in good condition for surfacing when the contractor is ready to construct the surfacing upon it.

APPROVED: R. J. Wilson
ACTING CHIEF, BUREAU OF PUBLIC ROADS
12-22-28

Details of Subgrade Oiling:

The oil to be used in the oiling of the subgrade shall be asphaltic oil of the kind and quality hereinafter specified under the head "Light Oil." It shall be applied at a temperature of 150 degrees Fahrenheit and at the rate of from one-third to two-fifths gallon per square yard.

Prior to the placing of the oil, the subgrade shall be cleaned and made free of loose stones, dirt and dust by thorough sweeping with revolving power brooms, supplemented, if necessary, by hand operated brooms.

The oil shall be zpplied on only one-half of the width of the subgrade at a time, and the second half shall not be oiled until the first half is sufficiently dry to carry traffic without splattering. After the oil has dried, additional oil shall be placed wherever it is indicated by color or otherwise, that more oil is required in order to prevent "breaks" and "ravelling."

PREPARATION OF SUBGRADE

In advance of the construction of the wearing surface, the contractor shall do whatever patching and other repair work may be necessary to eliminate from the subgrade all ruts, corrugations, holes, depressions and other irregularities, and he shall do whatever other work may be necessary to bring the subgrade to a smooth and easy riding surface with uniform crown throughout.

Small holes and shallow depressions may be patched by the pene'ration method, using properly graded broken stone and approximately four per cent of heavy (95%) asphalt oil.

Large holes and deep depressions shall be patched with a premixed and heated patching mixture consisting of approximately 3.5 per cent of heavy (95%) asphaltic oil and 96.5 per cent of properly graded broken stone. After the patching mixture has been deposited and properly spread by raking, it shall be compacted by rolling with a heavy power roller.

After the subgrade has been patched and otherwise prepared as above specified, and after the patches have hardened, all loose stones, dirt and dust shall be removed from the surface by brooming. The subgrade will then be ready to receive the bituminous macadam wearing surface.

PENETRATION TYPE BITUMINOUS MACADAM

Materials:

The mineral aggregate for the penetration type bituminous macadam shall be broken stone or crushed gravel of the kind and quality hereinafter specified under the head "Mineral Aggregate." It shall be of the sizes therein referred to as Grade "AB", Grade "C" and Grade "E".

The oil for the penetration type bituminous macadam shall be asphaltic road oil conforming in all respects with the specifications for "ninety-five per cent oil" as they are given hereinafter under the head "Road Oil." The manner of application of the oil shall also conform with the specifications given under the head "Road Oil."

Width and Thickness:

The penetration type bituminous macadam shall be constructed to the width, thickness and cross-section indicated by the accompanying cross-section plan.

Setting of Headers and Application of Base Stone:

After the sub-base has been prepared as specified above, wooden forms (2" x 4") shall be placed to insure uniform grade and alignment of the top course rock. Base rock (Grade "E" material) shall then be spread uniformly to the amount of approximately .065 cubic yards to the square yard. This shall be done, without segregation of sizes, to such depth that after rolling, the surface thereof shall be at the finished surface grade. The outside forms shall then be removed and the space filled with shoulder rock (Grade "C" material). The base rock shall then be rolled with a three-wheel power roller weighing not less than ten tons.

After rolling, the surface should be true to grade and cross-section and should not deviate more than one-quarter inch from a true surface when checked with a straight edge and template ten feet in length. No traffic except the oil distributing tank shall be allowed on the top course until the first application of asphalt has been spread and covered with aggregate as hereinafter described.

Application of Oil:

After the Grade "E" materials have been compacted as before described, and while clean and dry, and having a temperature not below 50° (Fahrenheit), 95% oil shall be uniformly applied at a rate of approximately one gallon per square yard, as directed by the engineer.

Application of Key Stone:

Immediately after this application of 95% oil, a thin layer of Grade "C" aggregate shall be spread by end dump trucks, equipped with suitable spreader boards, backing over the fresh oil. The stone shall be applied at a rate of from .0125 to .0150 cubic yards per square yard. After the spreading of the key stone rock, the entire surface shall be immediately rolled and broomed, the brooming being done with non-revolving brooms attached, preferably to the rollers. The rolling and brooming shall continue with the application of screenings as required, until the surface is thoroughly compacted and bonded,

and in no case for less than one hour per one hundred square yards of surfacing. During the rolling, key stone rock or screenings shall be added as required by the engineer to produce a uniform surface. Key stone rock or screenings shall not be dumped on the roadway, but shall be spread from approved mechanical spreaders or thrown on carefully with shovels.

Application of Seal Coat:

After the rolling of the key stone material has been satisfactorily completed, all excess screenings shall be removed and the road swept clean. Thereupon a second application of 95% oil shall be spread at the rate of from 1/3 to 1/2 gallon per square yard. After the oil has been sufficiently absorbed and before it has become chilled, screenings (Grade "B" material) should be spread by end dump trucks equipped with mechanical spreaders backing over the surface, this spread being made at a rate of from .0125 to .0150 cubic yards per square yard. The surface shall then be rolled and broomed until the screenings are set and the surface thoroughly sealed.

MULTIPLE LIFT TYPE BITUMINOUS MACADAM

Materials:

The mineral aggregate for the multiple lift type bituminous macadam shall be broken stone or crushed gravel of the kind and quality hereinafter specified under the head "Mineral Aggregate." It shall be of the sizes therein referred to as Grade "A", Grade "B", and Grade "C".

The oil for the multiple lift type bituminous macadam shall be asphaltic road oil conforming in all respects with the specifications for "Ninety-five per cent oil" as they are given hereinafter under the head "Road Oil." The manner of application of the oil shall also conform with the specifications given under the head "Road Oil."

The multiple lift type bituminous macadam shall be constructed to the width, thickness and cross-section indicated by the accompanying cross-section plan.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam construction shall consist of an application of 95% oil followed by an application of Grade "C" aggregate. The oil shall be applied upon the prepared subgrade at a rate of approximately one-tenth of a gallon per square yard. The aggregate shall be applied at a rate of approximately .016 cubic yards per square yard. The aggregate shall be deposited from end dump trucks, equipped with suitable spreader boards, the trucks being backed over the freshly spread oil. It shall then be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second, Third and Fourth Lifts of Bituminous Macadam:

The second, third and fourth lifts of bituminous macadam wearing surface shall be constructed in the same manner as the first lift, except that the oil shall be applied at a rate of one-fifth gallon per square yard, and each lift shall be rolled until thoroughly compacted.

Spreading Key Stone Course:

On the fourth lift of the bituminous macadam, 95% oil shall be applied at a rate of approximately one-fourth gallon per square yard and this shall be followed immediately by a layer of Grade "B" aggregate spread at the rate of .0125 to .015 cubic yard per square yard. After the spreading of this material, the surface shall be bladed, rolled and broomed, the brooming being done with a non-revolving type of broom attached to the roller. While the rolling and brooming is in progress, small quantities of Grade "B" and Grade "A" aggregate shall be added as required, and the rolling and brooming shall continue until a uniform and thoroughly compacted surface is obtained.

The aggregate used in this key stone course shall be spread by means of approved mechanical spreaders or shall be spread on carefully by hand. Spreading of this course by dumping from trucks and blading will not be permitted.

Application of Seal Coat:

After the rolling of the key stone course has been satisfactorily completed and the road has been exposed to traffic for sufficient time to kick off the loose rock and polish up the surface, all remaining screenings shall be removed and the surface swept clean by revolving power brooms, supplemented by hand brooms where necessary. Thereupon an application of 95% oil shall be spread at a rate of from 1/3 to 1/2 gallon per square yard. After the oil has become sufficiently absorbed, and before it has become chilled, screenings (Grade "A" Material) shall be spread by end dump trucks equipped with mechanical spreaders, backing over the surface at a rate of from .0125 to .0150 cubic yards to the mile.

The surface shall then be bladed, rolled and broomed until the screenings are absorbed and the surface is well compacted. Additional screenings shall be added as required to thoroughly seal the surface.

The surface shall be maintained by brooming back excess screenings until the oil has thoroughly hardened.

Construction Under Traffic:

Where traffic can not conveniently be detoured from the section of road in process of construction, the surfacing construction shall be proceeded with in the following manner:

-

The contractor will each day lay out a length of road to be surfaced that day. The subgrade on this length of road shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared subgrade the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the subgrade on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the surfacing shall be constructed upon the first half of the roadway. In this manner, each of the four lifts of bituminous macadam and the key stone course and the seal coat shall be constructed first on one half-width and then on the other half-width of the roadway, care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the center-line joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Kind and Quality:

The mineral aggregate shall be clean, hard and durable broken stone or crushed gravel, which when subjected to the standard abrasion test, will show an abrasive loss not exceeding four (4) per cent.

If crushed gravel is used, at least fifty per cent, by weight, of each grade of material, shall consist of fragments or particles showing surfaces fractured in the crushing operation.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "AB" materials shall all pass a 3/4 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "C" materials shall all pass a 1½ inch circular ring and be retained on a 3/4 inch circular ring.

Grade "E" materials shall all pass a 2½ inch circular ring and be retained on a 1½ inch circular ring.

All materials shall be well graded between the limiting sizes.

ROAD OILS

Light Oil:

The light oil to be used in the oiling of the subgrade shall be asphaltic oil which will meet the following requirements:

1. Flash Point - The flash point by the Pensky-Martons closed tester method shall not be lower than 175° F.

2. Viscosity - The light oil shall have a viscosity of between 40 and 80 seconds Saybolt Furol, as measured by A.S.T.M. test D 88-26 as defined in their standard measure of viscosity of petroleum products and lubricants.

3. Water and Sediment - Water and sediment combined shall not exceed two (2) per cent.

4. Asphalt Content - The light oil shall contain not less than fifty (50) per cent nor more than sixty (60) per cent of asphaltic residue having a penetration of 80 one-hundredths centimeters at 77 degrees, F.-100 gms. - 5 secs.

Ninety-five Per Cent Oil:

The 95% oil to be used in the bituminous macadam construction shall be asphaltic oil which will conform to the following requirements:

1. Asphalt Content - The oil shall contain not less than 95% of eighty penetration asphalt (asphalt having a penetration of 80 one-hundredths centimeters at 77 degrees F. - 100 gms. - 5 secs.)

2. Solubility - in carbon bisulphide shall be not less than 99%

3. Solubility - in carbon tetrachloride shall be not less than 99.5%

4. Solubility - in petroleum ether. Of the bitumen soluble in carbon bisulphide not more than 27% nor less than 6% shall be insoluble in petroleum ether of between 80 degrees and 82 degrees A.P.I. gravity when tested in accordance with method given in U. S. Department of Agriculture Bulletin No. 1216.

5. Ductility of the Asphalt - Shall be not less than one centimeter at temperature of 34 degrees, F.

6. Water - The oil shall not contain more than one-half of one per cent by volume.

7. Sediment - The oil shall not contain more than one per cent by volume.

8. Viscosity - Shall be measured by the Float test. A.S.T.M. D 139-27 as defined in their standard method of determining viscosity by the Float Test for bituminous materials and as measured at a temperature of 122 degrees, F. The Float Test shall show a viscosity of not less than 200 seconds.

Manner and Method of Application of Oil:

The 95% oil shall, at the time it is spread, have a temperature of approximately 375 degrees, F. Light oil shall, at the time it is spread, have a temperature of approximately 150 degrees, F. Oil shall be spread only when the air temperature is above 50 degrees, F.

The oil shall be spread by means of a pressure distributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than fifteen pounds per square inch, and shall give a uniform spread of oil over a width of not less than nine feet. It shall be equipped with a pressure gauge so located as to be easily observed by the inspector while walking beside the machine. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications the distribution shall be promptly stopped when the flow of asphaltic cement from the distributor begins to thin before the tank is empty. Before continuing the applicationof a new load of asphaltic cement, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall thenlbe removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates.

ROCK SHOULDERS

After the bituminous macadam wearing surface is completed, whatever of the aggregate has been broomed or bladed from the surfacing onto the earth shoulder shall be raked or otherwise moved back to the edge of the surfacing to form a rock shoulder such as is indicated in the typical cross-section plan. In case the materials thus salvaged are not sufficient to provide a shoulder of the cross section indicated, new materials shall be hauled and used in the shoulder construction.

No separate payment will be made for the rock shoulder construction. Payment for the same will be understood to be included in the payment to be made for the bituminous macadam as hereinafter provided.

Aggregates to be Furnished by State:

The mineral aggregates for the work to be done under this contract have been produced under a prior contract and are in stock pile along the section of highway which is to be surfaced. No charge will be made to the contractor for such of these materials as may be required in the surfacing construction, but all expense involved in the loading and hauling of the materials shall be borne by the contractor and payment for the same shall be understood to be included in the square yard price to be paid for the surfacing.

The contractor will be charged for any materials that he may waste or use without the authority of the engineer.

The locations of the sites upon which the materials are stockpiled, and the quantity of each grade of material stockpiled at each site are as follows:

(Table of locations and quantities will be supplied later.)

Oil to be Furnished by State:

The oil required in the construction of the surfacing is to be purchased under the State Highway Commission's oil contracts, and will be paid for by the State, as will, also, the freight from the refinery to the railway sidings nearest the job. The ordering of the oil and the arranging for its shipment and delivery shall, however, be looked after by the contractor, and the State will not be responsible for any delays in oil deliveries.

Demurrage charges in connection with oil shipments will be paid in the first instance by the State,but for such charges, the State shall be reimbursed in full by the contractor.

Provision for Traffic:

The contractor shall be responsible for the safe and satisfactory handling of traffic over the section of highway to be improved, during the whole of the time that his operations are in progress. He shall furnish whatever flagmen and watchmen and whatever barricades, warning signs, direction signs, lights, reflectors and signals may be needed to properly direct, control and protect the travelling public, and to protect the work against damage by traffic.

Traffic can be detoured from the portion of the project which is to be surfaced with the penetration type bituminous macadam, but elsewhere it can be detoured for only short distances.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, the contractor shall correct this condition by the addition of screenings.

Brooming of Key Stone and Screenings:

The brooming of the key stone or screenings shall be performed by non-revolving fiber brooms attached to the roller or towed by a small truck, or both, as is found necessary to give a satisfactory bonded and sealed surface.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheel power rollers, weighing not less than 10 tons each. The rollers shall begin at the sides and overlap the shoulder one-half the width of the rear wheels. It shall progress toward the center parallel with the center line of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship on the part of the contractor, the contractor shall, without extra compensation, renew or repair the surfacing to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the subgrade and all other

parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results, will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of bituminous macadam wearing surface in accord with the foregoing specifications and requirements, payment will be made at the prices bid per square yard for "Penetration Type Bituminous Macadam" and "Multiple Lift Type Bituminous Macadam," and these prices shall be understood to include the unloading, storing, heating and hauling of the oil, the loading and hauling of the mineral aggregates, the constructing of the narrow rock shoulder and the trimming of the earth shoulders, as well as all other work and expense involved in or incidental to the complete construction of the bituminous macadam surfacing, excepting only such items as are hereinbefore specifically excepted.

In computing the pay quantities of bituminous macadam, the pay width of each type shall be as indicated in the accompanying cross-section plan, and shall not include either the rock shoulders or the tapered edges of the bituminous macadam.

PR 127-C

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. 127-C

Post Office Building
Portland, Oregon.

January 7, 1929

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

JAN 9 1929
OREGON

Oregon Federal Aid Project No. 127, Section C.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 19, 1927, by the State Highway Commission of Oregon, and on May 19, 1927, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on July 23, 1927, by the said State Highway Commission, and on August 23, 1927, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 127, Section C; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for Section C of said project to provide for the construction of bituminous macadam wearing surface over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $202,210.80 to $261,298.67; and that the Federal funds approved and set aside to the credit of said Section C be increased from $121,326.48 to $156,779.20:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for Section C of said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred fifty-six thousand, seven hundred seventy-nine and 20/100 dollars ($156,779.20) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (f) of Article III shall read:

"(f) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $243,067.00, Federal Aid $145,840.20; 4 bridges, approved estimate $18,231.67, Federal Aid $10,939.00."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred fifty-six thousand, seven hundred seventy-nine and 20/100 dollars ($156,779.20), certified to the Secretary of the Treasury as above mentioned, being not more than the authorized Federal pro rata share of two hundred sixty-one thousand, two hundred ninety-eight and 67/100 dollars ($261,298.67), the approved total estimated cost of Section C of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signature and official seals, the State Highway Commission of Oregon

On the 13th day of July, 1928
and the Secretary of Agriculture on the 22nd
day of December, 1928.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

R. H. Lincoln
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 127, Section C.

FOR AUTHORITY TO EXECUTE AGREEMENT SEE PROJECT NO. 112

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1462, a point about 15 miles west of Grants Pass at the north end of Hayes Hill Forest Highway Project, and survey station 2103 at Shattuck Corner about 4 miles west of Grants Pass, excepting therefrom the bridge across Applegate River, locally known as the Redwood Highway between Grants Pass and the Oregon-California State Line near Monumental, Josephine County, and designated in the records of this Department as Section C of Project No. 127, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $261,298.67 in lieu of the $121,326.48 approved by Certificate of August 23, 1927, as the total estimated cost of Section C of said project, and the sum of $156,779.20 as the share of the Section C of authorized Federal pro rata share of the United States, payable under said acts on account of such project, which does not exceed the percent of said total estimated cost.

Done at the city of Washington, this 22nd day of December one thousand nine hundred and Twenty-eight, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap

Acting Secretary of Agriculture.

P26.

GOVERNMENT PRINTING OFFICE 8—4929

FORM B-A-1 C-8778 3500 9-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT M. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

FAP 127C

OREGON STATE HIGHWAY COMMISSION

SALEM

November 19, 1928.

IN REPLY PLEASE REFER TO FILE NO.

NOTED

State Highway Engineer

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Referring to your communication of October 31, regarding Oregon Federal Aid Project 127, Section C.

I note that you request revised typical section showing portions that have a 20 foot base, please be advised that the only section that has a 20 foot base is between station 1971 and 1992, a distance of 2100 feet. This seems a rather small amount to give consideration to; however, if you still wish a revised typical section for that distance, please advise.

It is perfectly true that 60-70 fuel oil will road mix at much lower temperature than the 95% oil. However, the 60-70 oil requires a very different grade of rock. The light oil road mix requires a crusher-run 3/4 inch, minus, having about 50% of fine below one inch and about 10% below the 200. The material that we have stocked on the Redwood job is rather clean stone, ranging from 1½" down, so that it will not be possible to make a substitution in this case. We tried about 15 miles of light oil road mix last year, as shown on the report and map which I sent you some time ago, and we further contemplate using this specification on some additional projects next year.

There are some conditions under which the light oil road mix specification is peculiarly adapted, wherein at the present time there is sufficient rock on the road and suitable specification, and particularly where the road is not well bound. However, in most cases we do not have sufficient depth to scarify and mix and it is necessary to add additional stone. Under this circumstance the construction of the bituminous macadam rather than the construction of a light oil road mix is in many cases the best procedure. The stone is larger and will give a mechanical lock while the heavier oil makes a stiffer bond. The extra cost of bituminous macadam over and above the light oil road is, as we have found, quite moderate, and much less than would ordinarily be surmised.

Mr. W. H. Lynch, #2

With reference to the multiple lift type bituminous macadam, advise that our experience this year embracing about 80 miles has demonstrated it is smoother than the prevailing penetration macadam under the old methods and from our experience the cost is no more.

I would be more than glad to discuss these features with you at any time, and would particularly like to make a trip with you at some time and go over some of the projects in the field.

With reference to your third paragraph regarding the amount of oil per square yard in constructing the seal coat, advise that we have found that it was necessary to put down from 1/3 to 1/2 gallon so as to thoroughly seal the road and prevent the admission of water. In the cases where we used less amounts, some of the surface water leaked through. However, we would be pleased to talk this feature over with you on the ground, and to examine the sections to be constructed immediately prior to the construction of this project in question.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By R. H. Baldock
R. H. Baldock
Maintenance Engineer

RHB:AP

October 10, 1928.

FR 127-C

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for modified agreement, revised to include oiling, covering the Hayes Hill-Shattuck Corner Section, Oregon Project No. 127-C. This estimate conforms with the oiling specifications which were sent to you a few days ago.

There are also enclosed six copies of unit price analysis covering the construction of the bituminous macadam.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. H. Probert
Office Engineer

Dict by J. N. Nash/AP

Encls.

Oregon State Highway Department — Project No. 127-C

HAYES HILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate as basis of modified agreement, revised to include ceiling.)

Salem, Oregon, October 10, 1928

Grading:

All Required		Clearing and grubbing		$10,000.00
97,000	cu.yds	Common excavation	.30	29,100.00
71,000	cu.yds	Solid Rock Excavation	.60	42,600.00
340,000	sta.yds	Overhaul	.05	17,000.00
200	cu.yds	Class "A" concrete	24.00	4,800.00
20	cu.yds	Class "C" concrete	14.00	280.00
22,000	lbs	Metal reinforcement	.07	1,540.00
17	M-FBM	Lumber & timber in flumes	50.00	850.00
600	cu.yds	Rock or Gravel Backfill for Drains	2.00	1,200.00
5,000	lin.ft	6" Vereum Drain tile	.35	1,750.00
800	lin.ft	12" concrete pipe	1.80	1,440.00
1,500	lin.ft	18" concrete pipe	2.50	3,750.00
700	lin.ft	24" concrete pipe	3.25	2,275.00
400	lin.ft	30" concrete Pipe	5.00	2,000.00
250	lin.ft	18" Concrete siphon pipe	3.35	845.00
60	lin.ft	24" concrete siphon pipe	4.50	270.00

Surfacing (Foundation Course)

12,440	cu.yds	Sub-base course surfacing	1.40	17,416.00
7,160	cu.yds	Base course surfacing	1.65	11,814.00
4,850	cu.yds	Top course surfacing	1.90	9,190.00
2,700	cu.yds	Filler	.25	675.00
2,340	yd.mi	Filler haul	.25	585.00

Bituminous Macadam Wearing Surface

1,500	cu.yds	Gr. "A" Bit. Mac. Aggregate	2.20	3,300.00
1,500	cu.yds	Gr. "B" Bit. Mac. Aggregate	1.80	2,700.00
6,400	cu.yds	Gr. "C" Bit. Mac. Aggregate	1.40	8,960.00
800	cu.yds	Gr. "AB" Bit. Mac. Aggregate	2.20	1,760.00
2,200	cu.yds	Gr. "B" Bit. Mac. Aggregate	1.40	3,080.00
43,000	gal.	Light oil for Bit. Macadam	.06	2,580.00
160,000	gal.	95% oil for Bit. Macadam	.078	12,480.00
30,000	sq.yds	Penetration Type Bit. Macadam	.25	7,500.00
84,000	sq.yds	Multiple Lift Type Bit. Macadam	.25	21,000.00
		(roadway)	sub-total	$220,970.00

Bridges:

Bridge No. 1268 - Sta. 1567

155 cu.yds	Excavation	$ 2.25	$ 348.75
101 cu.yds	Class "A" Concrete	23.00	2,323.00
17 cu.yds	Class "D" Concrete	24.00	408.00
14,000 lbs	Metal Reinforcement	.05	700.00
70 lin.ft	Handrail	4.00	280.00

Bridge No. 1269 - Sta. 1627

95 cu.yds	Excavation	2.25	213.75
75 cu.yds	Class "A" Concrete	23.00	1,725.00
18 cu.yds	Class "D" Concrete	24.00	432.00
10,100 lbs	Metal Reinforcement	.05	505.00
70 lin.ft	Handrail	4.00	280.00

Bridge No. 1270 - Sta. 1638

130 cu.yds	Excavation	2.25	292.50
85 cu.yds	Class"A" concrete	23.00	1,955.00
21 cu.yds	Class "D" concrete	24.00	504.00
13,200 lbs	Metal Reinforcement	.05	665.00
80 lin.ft	Handrail	4.00	320.00

Bridge No. 1271 - Sta. 1689

525 cu.yds	Excavation	2.25	1,181.25
119 cu.yds	Class "A" Concrete	23.00	2,737.00
21 cu.yds	Class "D" Concrete	24.00	504.00
14,800 lbs	Metal Reinforcement	.05	740.00
115 lin.ft	Handrail	4.00	460.00

Sub-total	$237,544.25
10% Engr. & Cont.	23,754.42
Total	$261,298.67

Length of Project 10.739 Mi. Gross
" " " 10.634 " (exclusive of Applegate Br.
" " " 10.589 " (exclusive of Br. over 20' Span

Cost per mile including bridges $24,434.13
" " " excluding " 22,782.84

SUMMARY

State Funds Available $104,519.47
Federal Aid Requested(60%) 156,779.20
$261,298.67

Item	Estimated Cost	Federal Aid
Roadway	$243,067.00	$ 145,840.20 (60%)
Bridges over 20' Span	18,231.67	10,938.00
	$261,298.67	$ 156,779.20

State funds for construction. Chapt. 175, Laws 1917; Chapter 31, Laws 1920
" " " maintenance. Res. Aug. 17, 1917; Chapter 237, Laws 1917.

4959
1754
PR 127e

September 26, 1929

Mr. J. Z. Fancett,
Wilderville, Oregon.

Dear Sir:

Mr. R. E. Harness was in the office this morning and left us the enclosed check drawn on the Umpqua Valley Bank of Roseburg in your favor, same being in the sum of $75.00, dated September 26, 1929.

Mr. Harness states that this check was in payment of your claim in the sum of $75.00 for the use and damage to irrigation pipe used on highway construction work near Wonder, Oregon. Please acknowledge receipt of this check.

Very truly yours,

ROY A KLEIN
State Highway Engineer

By

KMG:S
Enc.

H. B. Glaisyer
Chief Clerk

cc W. E. Chandler, Grants Pass
C. H. Armstrong, Medford
J. H. Devore, Office

#979

FORM S-K-1 S-6804 500 6-27

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
178C-1
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

PR 127C

Sep. 15,1928

IN REPLY PLEASE
REFER TO FILE NO.

Harness & Colby,
Roseburg,
Oregon

Gentlemen:

There has been placed with the highway commission a claim which it is alleged was incurred by you in connection with the performance of your contract with the state in the sum of $75.00.

The claim is made by James Z. Faucett and covers the use and damage of some irrigation pipe.

Please let me hear from you relative to this claim.

Very truly yours,

J.M.DEVERS

JMD:EH

cc to H.B.Glaisyer
cc to W.E.Chandler

NOTED
H. B. GLAISYER

PR127C

August 7, 1928

Mr. Wm. R. Chandler,
Division Engineer,
Grants Pass, Oregon.

Dear Sir: -

In connection with Harness & Colby's contract for the surfacing of the Hayes Hill-Shattuc Corner Section of the Redwood Highway, the question has arisen as to whether or not Harness & Colby secured material for this work from state owned gravel pits or did they secure their materials from pits acquired by themselves.

On page 2 of the special provisions three prospective sources of gravel are mentioned. It is our understanding that Harness & Colby at first took gravel from one or more of these pits, but finding them unsuitable acquired pits of their own.

This matter came up some time ago in connection with the licensing of Harness & Colby's trucks. It was the intention of Mr. Maffety, Chief State Traffic Officer, at that time that Harness & Colby were subject to the 50¢ tire tax on these trucks for the reason that Harness & Colby were hauling gravel owned by the state from a state owned gravel pit, which would make them subject to the license under the head of commercial hauling. Considerable correspondence has passed between Mr. Maffety and Harness & Colby, the latest of which is a letter received by Mr. Maffety today in which Harness & Colby claim that they have not taken gravel from the state's gravel pits this year, thus exempting them from the payment of the 50¢ tire inch tax. This tax Mr. Maffety required them to pay some time ago and they are now asking for a refund. As to whether or not a refund would be made depends upon whether or not Harness & Colby actually took the gravel this year from the state pit. In the event that they did take gravel from the state pit then they are subject to the tax, otherwise if the gravel was taken from their own pits the refund of the amount of the tax will be in order.

Will you please make a careful investigation and advise us where Harness & Colby secured the gravel that was placed on the highway since January 1st of this year.

Mr. Flannery, Mr. Maffety's chief assistant, informs me that Mr Collier is very familiar with this situation and I believe that you are also familiar with it. According to Mr. Collier's schedule he is due to be in Grants Pass tomorrow night. It may be that you will like to talk with him concerning this.

The information that you give us will be passed on to Mr. Rafferty and it is very likely that it will be used as a precedent in the adjustment of similar claims hereafter.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

M. E. Glaisyer
Chief Clerk.

EEG:JS

PR #127 C

July 25, 1928.

Mr. W. E. Lynch
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for modified agreement on the Hayes Hill-Shattuck Corner Section, Oregon Project 127-C. This has been prepared to include the proposed oiling work, in accordance with our conversation with Mr. Davis, who was in this office Monday. This estimate is accompanied by six copies of unit price analysis.

We are also enclosing three copies of supplementary price agreement with Harmon & Colby covering grade "B" and grade "A-B" materials which were not included in the original contract.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

Encls.

Oregon State Highway Department — Project No. 127-C

HAYES MILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate as basis for modified agreement revised to include ciling)

Salem, Oregon, July 25, 1928.

Quantity			Unit Price	Amount
All Required	Clearing and Grubbing			$ [illegible]
67,000 cu.yds	Common Excavation		.38	[illegible]
71,000 cu.yds	Solid Rock Excavation		.68	[illegible]
540,000 sta.yds	Overhaul		.05	[illegible]
218 cu.yds	Class "A" Concrete		24.00	[illegible]
30 cu.yds	Class "D" Concrete		24.00	[illegible]
22,000 lbs	Metal Reinforcement		.07	[illegible]
17 M.F.M.	Timber and Timber in Place		50.00	[illegible]
800 cu.yds	Rock or Gravel Backfill for Drains		2.00	[illegible]
5,000 lin.ft	6" Porous Drain Tile		.25	1,250.00
600 lin.ft	12" Concrete Pipe		1.60	[illegible]
1,500 lin.ft	18" Concrete Pipe		2.50	[illegible]
700 lin.ft	24" Concrete Pipe		3.15	[illegible]
400 lin.ft	30" Concrete Pipe		5.00	[illegible]
200 lin.ft	18" Concrete Siphon Pipe		5.25	945.00
60 lin.ft	24" Concrete Siphon Pipe		4.50	270.00

Bridge No. 1268 - Station 1367

195 cu.yds	Excavation	2.25	548.75
101 cu.yds	Class "A" Concrete	25.00	2,525.00
17 cu.yds	Class "D" Concrete	24.00	408.00
14,000 lbs	Metal Reinforcement	.05	700.00
70 lin.ft	Handrail	4.00	280.00

Bridge No. 1269 - Station 1497

95 cu.yds	Excavation	2.25	213.75
75 cu.yds	Class "A" Concrete	25.00	1,725.00
18 cu.yds	Class "D" Concrete	24.00	432.00
10,000 lbs	Metal Reinforcement	.05	500.00
70 lin.ft	Handrail	4.00	280.00

Bridge No. 1270 - Station 1462

130 cu.yds	Excavation	2.25	292.50
85 cu.yds	Class "A" Concrete	25.00	2,125.00
21 cu.yds	Class "D" Concrete	24.00	504.00
13,000 lbs	Metal Reinforcement	.05	625.00
80 lin.ft	Handrail	4.00	320.00

Bridge No. 1271 - Station 1459

825 cu.yds	Excavation	$ 2.25	$ 1,856.25
119 cu.yds	Class "A" Concrete	23.00	2,737.00
21 cu.yds	Class "D" Concrete	24.00	504.00
14,900 lbs	Metal reinforcement	.05	745.00
115 lin.ft	Handrail	4.00	460.00

Surfacing:

13,000 cu.yds	Sub-base Course Surfacing	1.40	18,200.00
7,300 cu.yds	Base Course Surfacing	1.55	11,315.00
4,450 cu.yds	Top Course Surfacing	1.80	8,010.00
4,700 cu.yds	Filler	.25	1,175.00
5,200 yd.mi	Filler Haul	.25	1,300.00
1,640 cu.yds	Grade "A" Oiling Materials	2.20	3,608.00
1,470 cu.yds	Grade "B" Oiling materials	1.80	2,646.00
7,500 cu.yds	Grade "C" Oiling Materials	1.40	10,500.00
1,800 cu.yds	Grade "AP" Oiling Materials	2.20	3,960.00
2,250 cu.yds	Grade "E" Oiling Materials	1.40	3,150.00
113,000 sq.yds	Bituminous macadam (State Forces)	.35	39,550.00

Sub-total	$242,142.25
10% Engr. & Cont.	24,214.22
Total	$266,356.47

Length of Project 10.783 Gross
" " " 10.694, Exclusive of Applegate Br.
" " " 10.669 " Br. 20' Span

Cost per mile, including Bridges $24,907.09
" " " excluding " $23,256.61

State Funds Available $ 106,542.59
Federal Aid Requested 159,813.88 (60%)
$ 266,356.47

S U M M A R Y

Item	Estimated Cost	Federal Aid
Roadway	$ 248,124.80	$ 148,874.88 (60%)
Bridges over 20' Span	18,231.67	10,938.00
Totals	$ 266,356.47	$ 159,812.88

State funds for construction - Chapter 175, Laws 1917, Chapter 81, Laws 1923
" " " maintenance - Res. Aug. 17, 1917; Chapter 237, Laws 1917.

Oregon State Highway Commission — Project 225-4

HAYES HILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

July 25, 1928.

ANALYSIS OF ESTIMATED OILING

Oiling, Coat and Rolling	$ 0.18
Oiling rock, mixing, rolling and finishing	0.12
Estimated Cost	$ 0.30

PR #137-C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. C. CHANDLER DIVISION ENGINEER

GRANTS PASS, OREGON

June 29, 1928.

Mr. W. C. Chandler
Division Engineer,
Grants Pass, Oregon.

Dear Sir:

In your letter of June 12, concerning Washburn & Hall's contract for the grading of the Hayes Hill-Chattuck Corner Section, it is stated that rock receipts for the gravel furnished under a special price agreement would be forwarded within the next day or two.

The drawing of the final estimate voucher in connection with this project is now being delayed pending receipt of these rock receipts.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

Rock receipts sent.

B-6804 500 8-27

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

GRANTS PASS, OREGON

RECEIVED
JUN 13 1928
OREGON
STATE HIGHWAY COMMISSION

June 12th, 1928.

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

In answer to your letter of June 8th regarding certain items on the Washburn & Hall contract, can advise that Washburn & Hill to date have not sent in their payrolls for their force account work. As soon as these are received they will be forwarded to you at once. We will forward, in the next day or two, rock checks for the amount of gravel furnished at $1.40 per yard as per price agreement.

I think Mr. Washburn has furnished work order bills to Mr. Armstrong but failed to accompany them with payrolls.

Yours truly,

WEC/F

WM. E. CHANDLER
Division Engineer

June 8, 1928.

Mr. W. B. Chandler
Division Engineer
Grants Pass, Oregon.

Dear Sir:

We are today in receipt of a price agreement providing for a price of $1.40 to be paid for bank run gravel furnished by Washburn and Hall in connection with their contract for the grading of the Hayes Hill-Shattuck Corner Section.

As the final estimate for the Washburn and Hall contract does not list any quantities of this class of material, and as no mention of them is made in the final records, please let us have a statement as to the quantities of material actually furnished under this price agreement, together with material receipts or whatever other supporting records may have been kept.

We should be pleased also if you would advise us as to when we may expect the remainder of the force account bills in connection with this contract so that we may know when we may proceed with the preparation of Washburn and Hall's final estimate. Mr. Washburn called at the office several days ago and inquired in regard to this final estimate. He stated that all extra work bills had been submitted to the resident engineer some week or ten days prior to that time.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

Form 89—C-7616—2M—1-28.

PR 127C

NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 15, 1928

Job name Fern Hill Creek Br.
Fairbanks

Week from July 8 to 14 1928

Mail address Medford Ore

Highway Redwood

Telegraph or telephone address " "

County Josephine Job prefix 17PC-1

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Two men and a team have completed the staking of the steel piles. This completes the work on this section.

RECEIVED
JUL 16 1928
GRANTS PASS DIV. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed C H Armstrong

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 125

Miles completed 125

Miles partially done .....

Total cubic yards in project 41440

Cubic yards produced to date 41440

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 2 ..... men,

..... 1 ..... teams, ... — ..... trucks

Project will be completed about ..... Completed

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR
127.C

May 31, 1928.

Mr. W. E. Chandler
Division Engineer,
State Highway Department,
Grants Pass, Oregon.

Dear Sir:

On April 20, we wrote to you suggesting that in connection with the surfacing of the Hayes Hill-Shattuck Corner Section, you secure from the contractor his consent to the computation of haul adjustment on materials measured in trucks on a basis of eighteen cents per yard mile.

It now occurs to us that owing to the fact that part of the materials involved in the haul adjustment will be measured in stock pile and part will be measured in trucks, it will be impossible to determine just what part of the haul adjustment should be figured at the eighteen cent rate, and what part should be figured at the twenty-two cent rate. Therefore, if you have not already obtained the consent of the contractor to this arrangement, it will not be necessary to do so.

The only way to arrive at the correct amount of the haul adjustment will be by a reduction of the measurements of all quantities to stock pile measure basis. This could be done, of course, by applying to those materials which are measured in trucks an assumed shrinkage factor, but it is our opinion that in this case it would be worth while to make an accurate stock pile measurement of all materials to be measured in trucks as well as those materials which are specified to be measured in stock pile.

Now that the work is well along toward completion, we believe that it would be well to make as accurate an estimate as possible of of what the amount of the haul adjustment will be. We request, therefore, that you have Mr. Armstrong submit a chart or a statement showing accurately the locations of the sources of materials and the locations of the stock pile sites, and giving as accurate estimates as possible of the

total quantities of materials that are to be stock piled on each site. We believe that this is important and we therefore ask that you let it have your early attention.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:AF

cc Mr. C. H. Armstrong

April 20, 1928.

Mr. W. E. Chandler
Division Highway Engineer,
Grants Pass, Oregon.

Dear Sir:

On sheet 8 of the special provisions for the surfacing of the Hayes Hill-Shattuck Corner Section, provision is made for a haul adjustment at a rate of twenty-two cents per yard mile, quantities to be measured in the completed stock piles.

Since this contract was entered into, changes in the plans and specifications have been agreed upon with the contractor whereby nearly all of the maintenance materials are to be measured in trucks rather than in stock piles, but no provision has been made as to how the adjustment on materials so measured is to be made. We suggest therefore that you endeavor to secure the consent of the contractor to the computation of haul adjustment of quantities measured in trucks on the basis of eighteen cents per yard mile. It should not be difficult to secure his consent to this as there is as much chance of its operating in his favor as in the favor of the state. In case, however, he is not willing to agree to an adjustment on that basis, then your plans for the locations of stock piles should be so worked out that the adjustment on the twenty-two cent basis will be in favor of the state and not in favor of the contractor.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

PIR
FR # 127-C

April 11, 1928.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are sending herewith four copies of the special provisions for the proposed construction of bituminous macadam wearing surface on the Hayes Hill-Shattuck Corner Section (Federal Aid Project No. 127-C).

You will note that these special provisions provide that two miles of the surfacing is to be of the penetration type and that about 8.8 miles is to be of the road mix type. It was intended in the first place to use about equal mileages of the two types, but after further consideration, it was concluded that it would be best to undertake construction of the penetration type only where traffic can be detoured, and this can well be done only on the two mile section. A further reason for limiting the mileage of penetration type macadam is that most of the aggregate is to be crushed gravel, which in the large size required for penetration type surfacing, would contain only a very small percentage of crushed material.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

CROSS SECTION FOR

BITUMINOUS MACADAM WORKING SURFACE

ON

MAYES HILL-SHATTUCK ON MAIN ROAD

NEWBURY, MASS.

Penetration Type Bituminous Macadam

Mixed Type Bituminous Macadam

SPECIAL PROVISIONS

Bituminous Macadam Wearing Surface for
Hayes Hill-Shattuck Corner Section

DESCRIPTION OF WORK

The work to which these special provisions apply consists of the construction of 10.77 miles of bituminous macadam wearing surface on the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County.

The west end of the project is at Station 1462, which station is about sixteen miles west of Grants Pass. The east end of the project is at Station 2013, which station is about five and one-half miles west of Grants Pass.

TYPES OF CONSTRUCTION

On the two mile portion of the project which is between Stations 1696 and 1696, the bituminous macadam wearing surface shall be of the penetration type, which type will hereinafter be referred to as "Penetration Type Bituminous Macadam."

On all other portions of the project, the bituminous macadam wearing surface shall be of the road mixed type, which type will hereinafter be referred to as "Mixed Type Bituminous Macadam."

PENETRATION TYPE BITUMINOUS MACADAM

Materials:

The mineral aggregate for the penetration type bituminous macadam shall be broken stone or crushed gravel of the kind and quality hereinafter specified under the head "Mineral Aggregate." It shall be of the sizes therein referred to as Grade "AB", Grade "C", and Grade "E".

The oil and the manner of its application shall conform with the specification hereinafter given under the head "Road Oil."

Width and Thickness:

The penetration type bituminous macadam shall be constructed to the width, thickness and cross-section indicated by the accompanying cross-section plan.

Preparation of Subgrade:

The subgrade shall be made clean and free from loose stones, dirt, and dust by brooming with suitable power brooms, supplementing the power brooming by hand brooming where necessary to completely remove all dust.

Setting of Headers and Application of Base Stone:

After the sub-base has been prepared as specified above, wooden forms (2" x 4") shall be placed to insure uniform grade and alignment of the top course rock. Base rock (Grade "E" material) shall then be spread uniformly to the amount of approximately .065 cubic yards to the square yard. This shall be done, without segregation of sizes, to such depth that after rolling, the surface thereof shall be at the finished surface grade. The outside forms shall then be removed and the space filled with shoulder rock (Grade "C" material). The base rock shall then be rolled with a three wheel power roller weighing not less than ten tons. The rolling shall begin at the sides and overlap the shoulders one-half the width of the outside rear wheel. It shall progress toward the center parallel with the center line of the roadway, uniformly overlapping each preceding track and covering thoroughly the entire surface as necessary to secure thorough consolidation of the coarse aggregate.

After rolling, the surface should be true to grade and cross-sectio and should not deviate more than one-quarter inch from a true surface when checked with a straight edge and template ten feet in length. No traffic except the asphalt distributing tank shall be allowed on the top course until the first application of asphalt has been spread and covered with aggregate as hereinafter described.

Application of Oil:

After the Grade "E" materials have been compacted as before described, and while clean and dry, and having a temperature of 50° (Fahrenheit or more, 95% oil shall be uniformly applied at a rate of approximately one gallon per square yard, as directed by the engineer.

Application of Key Stone:

Immediately after this application of 95% oil, a thin layer of G[illegible] "C" aggregate shall be spread by end dump trucks, equipped with [illegible]able spreader boards, backing over the fresh oil. The stone shall be [illegible]plied at a rate of from .0125 to .0150 cubic yards per square yard. [illegible]ter the spreading of the key stone rock, the entire surface shall be immediately rolled and broomed. The rolling shall continue with the application of screenings and brooming as required, until the surface is thoroughly compacted and bonded. The roller must proceed at a rate not to exceed one hundred square yards per hour. During the rolling, key stone

rock or screenings shall be added as required by the engineer to produce a uniform surface. Key stone rock or screenings shall not be dumped on the roadway, but shall be spread from approved mechanical spreaders or thrown on carefully with a shovel.

Application of Seal Coat:

After the rolling of the key stone material has been satisfactorily completed, all excess screenings shall be removed and the road swept clean. Thereupon, a second application of 95% oil shall be spread at the rate of from 1/3 to 1/2 gallon per square yard. After the oil has been sufficiently absorbed and before it has become chilled, screenings (Grade "AB" material) should be spread by end dump trucks equipped with mechanical spreaders backing over the surface, this spread being made at a rate of from .0125 to .0150 cubic yards per square yard.

MIXED TYPE BITUMINOUS MACADAM

Materials:

The mineral aggregate for the mixed type bituminous macadam shall be broken stone or crushed gravel of the kind and quality hereinafter specified under the head "Mineral Aggregate." It shall be of the sizes therein referred to as Grade "A", Grade "B", and Grade "C".

The oil and the manner of its application shall conform with the specifications hereinafter given under the head "Road Oil."

Width and Thickness:

The mixed type bituminous macadam shall be constructed to the width, thickness and cross-section indicated by the accompanying cross-sectio plan.

Preparation of Subgrade:

The subgrade shall be made clean and free from loose stones, dirt and dust by brooming with suitable power brooms, supplementing the power brooming by hand brooming where necessary to completely remove all dust.

Spreading Base Stone:

After the subgrade has been prepared as above specified, Grade "C" Aggregate shall be spread over one-half of the subgrade width, the amount of rock used in this spread being approximately .065 cubic yard per square yard.

Application of Oil and Mixing:

Upon the stone placed as above described, shall be spread 95% asphaltic oil to an amount of approximately 1.0 gallon to the square yard of surface. The oil and stone shall then be mixed with a blade grader machine in accordance with the following procedure: The materials shall

first be bladed from their position on the road, into a windrow at the edge of the roadway; second, they shall be bladed from the edge of the roadway into a windrow at the center of the roadway. This operation shall be repeated at least twice and until the stone is well coated with the oil. The windrow will now be at the center line of the roadway. The windrow shall then be moved to the quarter point, i.e., the center of one-half of the width of the roadway, from which position the materials shall be spread to an even grade and cross-section over one-half of the width of the roadway. The inner and outer edge shall then be trimmed to line by men with shovels. These men shall hand spot with mixed material picked up from the irregular edge any holes or depressions that may be evident.

In those cases when, in the opinion of the engineer, it is possible to detour all traffic, the road mix will be performed over the entire width of the roadway, moving the materials in windrows from one side of the road to the other until the stone and oil are mixed to the satisfaction of the engineer.

Rolling Base Course:

The freshly spread materials shall next be rolled with a ten ton roller, using a water sprinkler, if necessary, to prevent picking up. The roller shall be operated at a rate not exceeding sixty feet per minute. The rolling shall start at the edge of the surfacing and shall progress toward the center. It shall continue until the stone does not roll or creep ahead of the roller. Where necessary, the surface shall be hand spotted with premixed material so as not to vary more than one-quarter inch in ten feet when tested with a straight edge or template.

Application of Key Stone:

Grade "B" stone shall be applied by end dump trucks equipped with suitable spreader boards to the amount necessary to fill the surface interstices. This will vary from .0125 to .0150 cubic yards per square yard of surfacing. The key stone shall be spread uniformly over the surfacing and shall be rolled thoroughly.

Seal Coat:

All excess key stone shall be swept from the surface, after which 95% oil shall be applied at a rate of from 1/3 to 1/2 gallon per square yard. This application of oil shall be followed by a spread of Grade "A" Aggregate, .0125 to .0150 cubic yards of aggregate being used per square yard of surface. The surface shall then be thoroughly rolled.

Second Half of Roadway:

When the surfacing is complete over one-half of the roadway, traffic shall be directed over it, and the remaining half of the roadway shall be surfaced in the same manner as was the first half.

MINERAL AGGREGATES

Kind and Quality:

The mineral aggregate shall be clean, hard and durable broken stone or crushed gravel, which, when subjected to the standard abrasion test, will show an abrasive loss not exceeding four (4) per cent.

If crushed gravel is used, at least fifty per cent, by weight, of each grade of material, shall consist of fragments or particles showing surfaces fractured in the crushing operation.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2"inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "AB" materials shall all pass a 3/4 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "C" materials shall all pass a 1½ inch circular ring and be retained on a 3/4 inch circular ring.

Grade "E" materials shall all pass a 2½ inch circular ring and be retained on a 1½ inch circular ring.

All materials shall be well graded between the limiting sizes.

ROAD OIL

Specifications for Oil:

The road oil shall conform to the following requirements:

1. Asphalt Content - The oil shall contain not less than 95% of eight penetration asphalt (asphalt having a penetration of 80 one-hundredths centimeters at 77 degrees F. - 100 gms. - 5 secs.)

2. Solubility - in carbon bisulphide shall be not less than 99%.

3. Solubility - in carbon tetrachloride shall be not less than 99.5%.

4. Solubility - in petroleum ether. Of the bitumen soluble in carbon bisulphide not more than 27% nor less than 6% shall be insoluble in petroleum ether of between 80 degrees and 82 degrees A.P.I. gravity when tested in accordance with method given in U. S. Department of Agriculture Bulletin No. 1216.

5. Ductility of the Asphalt - Shall be not less than one centimeter at temperature of 34 degrees, F.

6. Water - The oil shall not contain more than one-half of one per cent by volume.

7. Sediment - The oil shall not contain more than one per cent by volume.

8. Viscosity - Shall be measured by the Float test. A.S.T.M. D 139-27 as defined in their standard method of determining viscosity by the Float Test for bituminous materials and as measured at a temperature of 122 degrees F. The Float Test shall show a viscosity of not less than 200 seconds.

Manner and Method of Application of Oil:

The 95% oil shall, at the time it is spread, have a temperature of approximately 375 degrees, Fahrenheit. It shall be spread only when the air temperature is above 60 degrees, Fahrenheit.

The oil shall be applied by means of a pressure distributor so designed and operated as to distribute under pressure of not less than ten pounds per square inch. It shall be equipped with a pressure gauge so located as to be easily observed by the inspector while walking beside the machine. It shall be designed for a normal width of application of not less than nine feet. In order to secure uniform distribution at the junction of two applications the distribution shall be promptly stopped when the flow of asphaltic cement from the distributor begins to thin before the tank is empty. Before continuing the application of a new load of asphaltic cement, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned. A narrow spout or hose attachment shall be used to apply asphaltic cement to spots unavoidably missed by the distributor. The spread of oil shall not vary from the specified amount to exceed 10%.

MISCELLANEOUS PROVISIONS

Aggregates to be Furnished by State:

The mineral aggregates for the work to be done under this contract have been produced under a prior contract and are in stock pile along the section of highway which is to be surfaced. No charge will be made to the contractor for such of these materials as may be required in the surfacing construction, but all expense involved in the loading and hauling of the materials shall be borne by the contractor and payment for the same shall be understood to be included in the square yard price to be paid for the surfacing.

The contractor will be charged for any materials that he may waste or use without the authority of the engineer.

The locations of the sites upon which the materials are stockpiled, and the quantity of each grade of material stockpiled at each site are as follows:

(Table of locations and quantities will
be supplied later.)

Oil To Be Furnished by State:

The oil required in the construction of the surfacing is to be purchased under the State Highway Commission's oil contracts, and will be paid for by the State, as will, also, the freight from the refinery to the railway sidings nearest the job. The ordering of the oil and the arranging for its shipment and delivery shall, however, be looked after by the contractor, and the State will not be responsible for any delays in oil deliveries.

Demurrage charges in connection with oil shipments will be paid in the first instance by the State, but for such charges, the State shall be reimbursed in full by the contractor.

Provision for Traffic:

The contractor shall be responsible for the safe and satisfactory handling of traffic over the section of highway to be improved, during the whole of the time that his operations are in progress. He shall furnish whatever flagmen and watchmen and whatever barricades, warning signs, direction signs, lights, reflectors and signals may be needed to properly direct, control and protect the travelling public, and to protect the work against damage by traffic.

On those sections of roadway from which traffic can not be detoured, the surfacing shall be constructed one-half width at a time, one-way traffic being handled over the other one-half width. Where traffic must be thus handled, the surfacing construction shall be performed in short units so that one-way traffic will not have to be required for more than one mile at any one time.

Half-width Construction:

The lack of suitable detour roads will make it necessary to construct practically all of the mixed type bituminous macadam one-half width at a time, and construction in this manner will be required without extra compensation. Where the traffic can be detoured, however, the surfacing must be constructed the full width at one time.

Traffic can be detoured from the portion of the project over which the penetration type of bituminous macadam is to be placed. In that type of construction, therefore, half-width construction will neither be permitted nor required.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, the contractor shall correct this condition by the addition of screenings.

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship on the part of the contractor, the contractor shall, without extra compensation, renew or repair the surfacing to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan.

MEASUREMENT AND PAYMENT

For the construction of bituminous macadam wearing surface in accord with the foregoing specifications and requirements, payment will be made at the prices bid per square yard for "Penetration Type Bituminous Macadam" and "Mixed Type Bituminous Macadam," and those prices shall be understood to include the unloading, storing, heating and hauling of the oil, the loading and hauling of the mineral aggregates, the constructing of the narrow rock shoulder to the penetration type surfacing, and the trimming of the earth shoulders, as well as all other work and expense involved in or incidental to the complete construction of the bituminous macadam surfacing, excepting only such items as are hereinbefore specifically excepted.

In computing the pay quantities of bituminous macadam, the pay width of each type shall be as indicated in the accompanying cross-section plan, and shall not include either the rock shoulder of the penetration type macadam or the tapered points of the mixed type macadam.

PR127-C

March 17, 1928.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for modified agreement on the Hayes Hill-Shattuck Corner Section, Oregon Project 127-C. This has been prepared to include the proposed oiling work. The estimate is accompanied by six copies of unit price analysis.

We are also enclosing a copy of a letter from Mr. Baldock relative to a reduction in the quantity of oil to be used. Three copies of modified specifications are attached to Mr. Baldock's letter.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. DeSousa/AP
Encls.

Oregon State Highway Department — Project No. 127-C

HAYES HILL-SMITTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate as basis for Modified Agreement Revised to Include Oiling).

Salem, Oregon, March 17, 1928.

Grading:				
All Required		Clearing and Grubbing		$10,000.00
57,000	cu.yds	Common Excavation	.60	34,200.00
71,000	cu.yds	Solid Rock Excavation	.60	42,600.00
346,000	sta.yds	Overhaul	.05	17,300.00
240	cu.yds	Class "A" Concrete	24.00	5,760.00
20	cu.yds	Class "C" Concrete	24.00	480.00
22,000	lbs	Metal Reinforcement	.07	1,540.00
27	M-FBM	Lumber and Timber in Flumes	50.00	1,350.00
600	cu.yds	Rock or Gravel Backfill for Drains	2.00	1,200.00
5,000	lin.ft	6" Perous Drain Tile	.25	1,250.00
800	lin.ft	12" Concrete Pipe	1.50	1,200.00
1,500	lin.ft	18" Concrete Pipe	2.50	3,750.00
700	lin.ft	24" Concrete Pipe	3.15	2,205.00
400	lin.ft	30" Concrete Pipe	5.00	2,000.00
200	lin.ft	18" Concrete Siphon Pipe	5.25	945.00
60	lin.ft	24" Concrete Siphon Pipe	4.50	270.00
Bridge No. 1268 - Station 1547				
155	cu.yds	Excavation	2.25	348.75
101	cu.yds	Class "A" Concrete	23.00	2,323.00
17	cu.yds	Class "D" Concrete	24.00	408.00
14,000	lbs	Metal Reinforcement	.05	700.00
70	lin.ft	Handrail	4.00	280.00
Bridge No. 1269 - Station 1497				
95	cu.yds	Excavation	2.25	213.75
75	cu.yds	Class "A" Concrete	23.00	1,725.00
18	cu.yds	Class "D" Concrete	24.00	432.00
10,100	lbs	Metal Reinforcement	.05	505.00
70	lin.ft	Handrail	4.00	280.00
Bridge No. 1270 - Station 1492				
130	cu.yds	Excavation	2.25	292.50
85	cu.yds	Class "A" Concrete	23.00	1,955.00
21	cu.yds	Class "D" Concrete	24.00	504.00
13,200	lbs	Metal Reinforcement	.05	665.00
80	lin.ft	Handrail	4.00	320.00

Bridge No. 1271 - Section 1489

525 cu.yds	Excavation	$2.25	$1,181.25
119 cu.yds	Class "A" Concrete	23.00	2,737.00
21 cu.yds	Class "D" Concrete	24.00	504.00
14,000 lbs	Metal Reinforcement	.05	740.00
118 lin.ft	Handrail	4.00	450.00

Surfacing

11,000 sq.yds	Sub-base Course Surfacing	1.40	15,400.00
8,100 sq.yds	Base Course Surfacing	1.65	13,365.00
3,400 sq.yds	Top Course Surfacing	1.80	6,120.00
2,000 sq.yds	Grade "A" Oiling Materials	2.20	4,400.00
1,300 sq.yds	Grade "B" Oiling Materials	1.90	2,700.00
7,000 sq.yds	Grade "C" Oiling Materials	1.40	9,800.00
4,000 sq.yds	Filler	.25	1,000.00
8,000 yd.mi	Filler Haul	.25	2,000.00
500 cu.yds	Earth Cushion	.25	125.00
1,000 yd.mi.	Cushion Haul	.25	250.00
115,000 sq.yds	Bituminous Macadam (State Forces)	.35	39,550.00
	Sub-total		$ 230,874.25
	10% Engr. & Cont.		23,087.42
	Total		$ 253,961.67

Length of Project 10.769 Gross
" " " 10.694 Exclusive Applegate Br.
" " " 10.669 " Br. 20' Span

Cost per mile including Bridges $23,748.05
" " " excluding " $22,094.85

State Funds Available $ 101,384.67
Federal Aid Requested 152,577.00 (60%)
$ 253,961.67

S U M M A R Y

Item	Estimated Cost	Federal Aid
Roadway	$ 235,730.00	$ 141,438.00 (60%)
Bridges over 20' Span	18,231.67	10,939.00
Totals	$ 253,961.67	$ 152,377.00

State Funds for construction: Chapter 178, Laws 1917; Chapter 31, Laws 1920
" " " maintenance: Res. Aug. 17, 1917; Chap. 237, Laws 1917.

Oregon State Highway Commission — Project No. 127-C

RAINS HILL--SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

March 17, 1930.

ANALYSIS OF ESTIMATED CEILING

Oil, Cost and Hauling	$ 0.16
Oiling rock, Mixing, Rolling and Finishing	0.19
Estimated Cost	$ 0.35

Oregon State Highway Commission — Project No. 127-C

HAINES HILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

March 17, 1928.

ANALYSIS OF ESTIMATED OILING

Oil, Cost and Hauling	$ 0.16
Oiling rock, Mixing, Rolling and Finishing	0.12
Estimated Cost	$ 0.28

H. B. VAN DUZER, PORTLAND
C. E. GATES, MEDFORD
ROBERT A. HAMPTON

PR 12-C

OREGON STATE HIGHWAY COMMISSION

March 18, 1920

William P. Chandler,
Division Engineer,
Grants Pass, Oregon.

Dear Sir:

Replying to yours of the 13th instant concerning an extension of time on Washburn & Hall's contract for the construction of the Hayes Hill-Shattuck Corner Section, wish to say that it is our practice to not require the contractor to file his application for such extension when the job will be completed within a few days unless considerable time has elapsed since the last extension was granted. Of course, circumstances may be such in connection with some particular project which would make it desirable to require a contractor to secure formal extension, such as in cases of unreliable contractors or in cases where responsible contractors were losing money.

The securing of a formal extension of time does not entail much inconvenience to the contractor and, while we have not as yet been embarrassed by not having granted an extension of time we have always worked under the assumption that it would be better to play safe than to be sorry that we have overlooked it.

In the present instance, Washburn & Hall are reliable contractors and we don't believe that it will be necessary for them to secure the further extension at this time.

Very truly yours,

Roy A. Klein,
State Highway Engineer

By

H. B. Gleisner
Chief Clerk

HBG:S

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

March 13th, 1928.

RECEIVED
MAR 15 1928
OREGON
STATE HIGHWAY COMMISSION.

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

Re Washburn & Hall contract on the Redwood Highway, Hayes Hill-Shattuck Corner Section,-the time was up on the last extention on February 1st, 1928.

The quantities are practically all moved. There is a small amount of ditch work to be done and a little cleaning up, also the finishing of one wet cut which has been delayed on account of very wet condition. This work is being cleaned up by the contractors with four or five men. The final quantities are being worked up and the final estimate will be in very shortly. Have not thot it necessary to have contractor secure additional extention of time as practically all pay quantities are now moved. The final estimate will include all quantities and will not make another monthly estimate. Do you think it will be necessary to secure another extention of time on a condition of this sort.

Yours truly,

W. E. Chandler
Division Engineer.

WEC/F

Feb 1, 1928

ANSWERED
H. B. G.

March 5, 1928.

FH 127-C

U. S. Bureau of Public Roads,
Box 3900
Portland, Oregon.

Attention Mr. T. H. Davis

Gentlemen:

Reference is made to the Hayes Hill-Shattuck Corner Section, Oregon Project No. 127-C, and to cooperation by the federal government in the construction of bituminous macadam to be placed by state forces on the project during 1928. In connection therewith, we are sending you herewith four copies of specifications covering the construction of the bituminous macadam, (Specification P-3).

In accordance with the plan discussed by Mr. Baldock and yourself, we have made arrangements with the contractor whereby certain quantities of surfacing materials have been reduced and the quantities of materials for oiling work have been increased. This agreement is embodied in a letter, copies of which will be forwarded to you at a later date.

The handling of this class of work is entirely new with this department, and we would appreciate discussing with you the best procedure to be followed at any time which you may be able to be in Salem. It is our present idea that all that would be necessary would be to revise the existing agreement estimate to correspond with the work which is to be done, and to execute the modified agreement. This estimate would include the estimated price per square yard for the placing of bituminous mixture even though this work would not be done until 1929.

Will you please advise as to whether you consider this procedure to be sufficient, and as to whether there are any other preliminary steps which you think we should take at this time? It is to be noted that the contractor probably will be placing materials in stock piles in the very near future.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. DeSouza/AP

SPECIFICATION FOR ROADMIX CONSTRUCTION

Purpose and Preparatory Work

1. Description

This specification is generally used as a bituminous macadam resurface for an oiled macadam surface, or a pavement of either the asphaltic or Portland cement concrete type. In case the old oiled macadam is very rough the surface should be scarified lightly and reshaped after which a light application of about .2 gallon per square yard of light oil should be applied and allowed to dry. If it is desired to use this specification on an untreated macadam surface, the surface should be prepared and a prime coat of light oil applied as given under Specification B-1. The success of the road mix surfacing depends upon the presence of a well drained and stable foundation.

Difference in Type

This specification differs from the ordinary mat construction in that the mat is firmly attached to the foundation by reason of the oil tack coat as hereinafter described. Furthermore, the asphalt and mineral aggregate are mixed on the road surface so that a much more homogeneous mixture of the asphalt binder and stone is obtained than the results secured by the prevailing penetration macadam methods. This is especially desired when an uneven depth of resurface is necessary in order to take up irregularities in the old surface.

2. Materials:

Stone

The broken stone for the bituminous material shall be subjected to the abrasion toughness and soundness tests as described in the U. S. Department of Agriculture Bulletin No. 1216. When tested in the Deval abrasion machine the percentage of wear shall not be greater than 4, and the toughness not less than 10.

If crushed gravel is used, it shall be manufactured from large coarse materials which shall pass the same tests as given for broken stone.

The broken stone or crushed gravel shall correspond with the following grades or sizes of materials:

Grade "A" Materials shall all pass the 1/2" circular ring and be retained on a 1/8" screen of square mesh.

Grade "B" Materials shall all pass the 3/4" circular ring and retained on a 1/2" circular ring.

Grade "C" Materials shall all pass the 1¼" circular ring and be retained on a 3/4" circular ring.

Grade "D" Materials shall all pass the 2" circular ring and be retained on a 1¼" circular ring.

Grade "AB" Materials shall all pass a 3/4" circular ring and be retained on a 1/8" square mesh screen.

All the materials shall be well graded between the limiting sizes.

The light oil shall be of two grades to be known as No. 1 and No. 2, and determined by their viscosity as hereinafter stated.

Light Oil

The light oil shall meet the following requirements:

1. Flash Point - The flash point by the Pensky-Martons closed tester method shall not be lower than 175 degrees F.

2. Viscosity - The light oil shall be of two grades; No. 1 with a viscosity of 40-80 seconds Saybolt Furol, and No. 2 with a viscosity of 120 to 260 Saybolt Furol as measured by A.S.T.M. test D 88-26 as defined in their standard measure of viscosity of petroleum products and lubricants.

3. Water and Sediment - Water and sediment combined shall not exceed two (2) per cent.

4. Asphalt Content - Light oil of both grades shall contain not less than sixty (60) per cent nor more than seventy (70) per cent of asphaltic residue having a penetration of 80 one-hundredths centimeters at 77 degrees, F. 100 Gms.-5 secs.

Heavy Oil

The heavy oil shall include asphaltic oils having an asphalt content of 80% or more, and shall conform to the following specifications.

1. Asphalt Content - The oil shall contain the asphalt content stated for the various grades as specified hereinafter, and when measured at a penetration of 80 one-hundredths centimeters at 77 degrees F. 100 gms.-5 secs.

2. Solubility - in carbon bisulphide shall be not less than 99%.

3. Solubility - in carbon tetrachloride shall be not less than 99.5%

4. Solubility - in petroleum ether. Of the bitumen soluble in carbon bisulphide not more than 27% nor less than 6% shall be insoluble in petroleum ether of between 80 degrees and 82 degrees A.P.I. gravity when tested in accordance with method given in U. S. Department of Agriculture Bulletin No. 1216.

5. Ductility of the Asphalt - Shall be not less than one centimeter at temperature of 34 degrees, F.

6. Water - The oil shall not contain more than one-half of one per cent by volume.

7. Sediment - The oil shall not contain more than one per cent by volume.

8. Viscosity - of heavy oils shall be measured by the Float test. A.S.T.M. D 139-27 as defined in their standard method of determining viscosity by the Float Test for bituminous materials and as measured at a temperature of 122 degrees F. In the case of 95% oils, the Float Test will show a viscosity of not less than 200 seconds.

Tar — The tars shall be of three grades - light, heavy and cold patch.

Light Tar — The light tar shall conform to A.S.T.M. D 104-27 T.

Heavy Tar — The heavy tar shall conform to A.S.T.M. D 108-27 T.

Cold Patch — The cold patch tar shall conform to A.S.T.M. D 106-27 T.

Temperature and Amount of Oil or Tar — No. 1 light oil shall be applied at a temperature of approximately 125° F., No. 2 at 175° F., the light tar at 150°F., 80% oil at 175°F., 85% oil at 250°F., heavy tar at 275°F., 90% oil at 350° F., and the 95% oil at 400°F. The oil shall be applied by means of a pressure distributor, and the jets should be kept clean and an even distribution of oil obtained. The amount will be governed by the pressure and the speed. The exact volume of oil spread on each application shall be carefully measured and recorded by the operators. The variation from the specified amount shall in no case exceed 10%.

One way Traffic — In all of the following specifications, the work shall be performed on one-half of the width of the roadway at a time, permitting one way traffic so arranged as to be conducted for a distance of not more than one mile at one time.

SPECIFICATION P-1

(One Inch (1") Roadmix Construction)

Cleaning Base and Spreading Base Stone

The base shall be cleaned by brooming with power brooms, aided by hand brooms where necessary. Grade "B" broken stone shall then be spread on one-half the width of the roadway by end dump trucks. This stone shall be spread uniformly to an amount of .02 cubic yards per square yard of surface, after which it shall be bladed smooth by the blade grader so as to cover one-half the width of the roadway to an even depth. Hand spotting with the same grade of stone shall be done to accomplish this if necessary.

Mixing Asphalt and Base Stone by Blade Grader on Road Surface

Upon the stone placed as above described shall be spread 95% asphaltic oil to the amount of .25 gallon to the square yard of surface. The oil and stone shall then be mixed with a blade grader machine in accordance with the following procedure: The materials shall be first moved in a windrow by the blade grader from the center of the roadway to the edge of the base, and, second, from the edge back to the centerline. Repeat this operation at least once and until the stone is well coated with the oil. The windrow will now be at the centerline of the roadway. Spread a tack coat of .15 gallon to the square yard of 95% oil on one-quarter of the width of the roadway, then roll the broken stone and oil mixture over the freshly spread oil and to the edge of the base. The second quarter shall then be covered with a tack coat of .15 gallon of 95% oil to the square yard after which the windrow shall be brought to the center of the roadway. The windrow shall then be moved to the quarter point, i.e., the center of the one-half of the width of the roadway, from which position the materials should be spread to an even grade and cross-section over one-half the width of the roadway. A good blade grader operator should obtain a smooth and even surface. This is very important and is one of the features of this method. The inner edge and the outer edge shall then be trimmed to line by men with shovels. These men should hand spot with mixed material picked up from the irregular edge, any holes or depressions that may be evident.

Rolling Base Stone

The freshly spread materials shall then be rolled with a ten ton roller. A water sprinkler on roller wheels will be required at first to prevent picking up. Since the broken stone aggregate is coated with the wet asphalt binder, the stone will slip readily in place under the roller and key and lock as the asphalt hardens. The roller shall start at the outside and roll toward the center at a speed not to exceed sixty feet per minute. The rolling shall continue until the stone does not roll or creep ahead of the roller.

Seal Coat

95% asphaltic oil shall then be spread at the rate of 0.30 gallon per square yard followed by the application of Grade "A" materials to the amount of .016 cubic yards per square yard. The broken stone screening should be spread by end dump trucks backing over the fresh oil equipped with a suitable spreader board so that the front wheels will not come in contact with the fresh oil. The screening should then be bladed smooth and even with a blade grader after which one-way traffic is turned over the newly completed section and the construction of the remaining half started.

Second Half of Roadway

The traffic shall then be directed over the completed half after which the construction of the remaining half width of the roadway shall proceed as per the above specification.

SPECIFICATION P-2

(One and Three-Quarters (1-3/4) inch Roadmix Construction)

Cleaning Base and Spreading Base Stone

The base shall be cleaned by brooming with power brooms aided by hand brooms where necessary. Grade "C" broken stone shall then be spread uniformly to the amount of .032 cubic yards per square yard of surface on one-half (1/2) the width of roadway to an even depth. Hand spotting shall be done where necessary.

Mixing Asphalt and Base Stone by Blade Grader on Road Surface

Upon the stone placed as above described, shall be apread 95% asphaltic oil to an amount of .50 gallons to the square yard of surface. The oil and stone shall then be mixed with a blade grader machine in accordance with the following procedure. The materials shall be moved first in a windrow by the blade grader from the center of the roadway to the edge of the base; second, from the edge back to the center of the roadway. Repeat the operation at least once, and until the stone is well coated with the oil. The windrow will now be at the centerline of the roadway. Spread a tack coat of .15 gallon per square yard of 95% oil on one-quarter of the width of the roadway, and then move the broken stone and oil mixture over the freshly spread oil and to the edge of the base. The second quarter shall then be covered with a tack coat of .15 gallon of 95% oil per square yard of surface, after which the windrow shall be brought to the center of the roadway. The windrow shall then be moved to the quarter point, i.e., the center of one-half the width of the roadway, from which position the materials shall be spread to an even grade and cross-section over one-half the width of the roadway. A good blade grader operator should obtain a smooth and even surface. This is very important and one of the features of this method. The inner and the outer edge shall then be trimmed to line by men with shovels. These men should hand spot with mixed material picked up from the irregular edge any holes or depressions that may be evident.

Rolling Base Course — The freshly spread materials shall then be rolled with a 10-ton roller, using a water sprinkler to prevent picking up where necessary. Since the broken stone aggregate is coated with the wet asphalt binder, the stone will slip readily into place under the roller and key and lock as the asphalt hardens. The roller should start at the outside and roll toward the center at a speed of not to exceed 60 feet per minute. The rolling shall continue until the stone does not roll or creep ahead of the roller.

Application of Keystone — 95% oil shall next be spread at the rate of .25 gallon per square yard, followed by Grade "B" stone to the amount of .0125 cubic yards per square yard of surface. Roll thoroughly.

Seal Coat — Sweep off excess keystone and apply .35 gallon of 95% oil per square yard followed by .0175 cubic yards of Grade "A" stone per square yard of surface. Roll thoroughly.

Second Half of Roadway — The traffic shall then be directed over the completed half, after which the construction of the remaining half width of the roadway shall proceed as per the above specification.

SPECIFICATION P-3

(Two and One-half Inch ($2\frac{1}{2}$") Roadmix Construction.)

Cleaning Base and Spreading Base Stone — The base shall be cleaned by brooming with power brooms aided by hand brooms where necessary. Grade "C" broken stone shall then be spread uniformly to the amount of .060 cubic yards per square yard of surface on one-half (1/2) the width of roadway to an even depth. Hand spotting shall be done where necessary.

Mixing Asphalt and Base Stone by Blade Grader on Road Surface — Upon the stone placed as above described, shall be spread 95% asphaltic oil to an amount of 1.0 gallon to the square yard of surface. The oil and stone shall then be mixed with a blade grader machine in accordance with the following procedure. The material shall be moved first in a windrow by the blade grader from the center of the roadway to the edge of the base; second, from the edge back to the center of the roadway. Repeat the operation at least once, and until the stone is well coated with the oil. The windrow will now be at the centerline of the roadway. Spread a tack coat of .15 gallon per square yard of 95% oil on one-quarter of the width of the roadway, and then move the broken stone and oil mixture over the freshly spread oil and to the edge of the base. The second quarter shall then be covered with a tack coat of .15 gallon of 95% oil per square yard of surface, after which the windrow shall be brought to the center of the roadway. The windrow shall then be moved to the quarter point, i.e., the center of one-half the width of the roadway, from which position the materials

shall be spread to an even grade and cross-section over one-half the width of the roadway. A good blade grader operator should obtain a smooth and even surface. This is very important and one of the features of this method. The inner and outer edge shall then be trimmed to line by men with shovels. These men should hand spot with mixed material picked up from the irregular edge any holes or depressions that may be evident.

Rolling Base Course — The freshly spread materials shall then be rolled with a 10-ton roller, using a water sprinkler to prevent picking up where necessary. Since the broken stone aggregate is coated with the wet asphalt binder, the stone will slip readily into place under the roller and key, and lock as the asphalt hardens.

The roller should start at the outside and roll roward the center at a speed of not to exceed 60 feet per minute. The rolling shall continue until the stone does not roll or creep ahead of the roller.

Application of Keystone — 95% oil shall next be spread at the rate of .25 gallon per square yard, followed by Grade "B" stone to the amount of .0125 cubic yards per square yard of surface. Roll thoroughly.

Seal Coat — Sweep off excess keystone and apply .35 gallon of 95% oil per square yard followed by .0175 cubic yards of Grade "A" Stone per square yard of surface. Roll thoroughly.

Second Half of Roadway — The traffic shall then be directed over the completed half after which the construction of the remaining half width of the roadway shall proceed as per the above specification.

SPECIFICATION N-3

(Two and One-Half ($2\frac{1}{2}$) Inch Roadmix Construction.)

Cleaning Base and Spreading Base Stone — The base shall be cleaned with power brooms, using hand brooms where necessary. Grade "AB" broken stone shall then be spread on one-half of the width of the roadway by end dump trucks. The stone shall be spread uniformly to an amount of .080 cubic yard per square yard, after which it shall be bladed smooth by a blade grader machine so as to cover one-half of the width of the roadway to an even depth. Hand spotting with the same grade of stone shall be done to accomplish this if necessary.

Application of Oil and Mixing of Stone and Oil by Blade Grader on Road surface — Upon the stone placed as above described, shall be spread 85% asphaltic oil to the amount of 1.35 gallons per square yard. The oil and stone shall then be mixed with a blade grader machine in accordance with the following procedure: The materials shall first be moved in a windrow from the center of the roadway to the edge of the base; and second, from the edge back to the centerline. Re-

peat this operation at least once, and until the stone is well coated with the oil. The windrow will now be at the center of the roadway. Spread a tack coat of .15 gallon to the square yard of 85% oil on one quarter of the width of the roadway, then roll the stone and oil mixture over the freshly spread oil to the edge of the base. The second quarter of the roadway shall then be covered by a tack coat of .15 gallon to the square yard of 85% oil, after which the windrow shall be brought back to the center of the roadway. The windrow shall then be moved to the quarter point, i.e., the center of one half the width of the roadway, from which position the materials should be spread to an even grade and cross-section over one-half the width of the roadway.

Rolling Base Stone

The freshly spread materials shall then be rolled with a heavy roller. A water sprinkler on the roller wheels will be required at first to prevent picking up. The rolling shall continue until the material is compacted.

Placing Seal Course

After the material has been compacted by rolling, a seal coat of .25 gallon per square yard of 85% oil shall be applied, followed by a spread of Grade "A" screenings, clean coarse torpedo sand or pea gravel to the amount of .01 cubic yard per square yard. The sand shall be placed by end dump trucks backing over the freshly spread oil, after which it shall be spread evenly by a blade grader and well rolled. Subsequent to spreading the torpedo sand, the traffic shall be permitted to use this section and the second one-half of the roadway shall be similarly constructed.

Construction of Surfacing Without Using a Road Roller

The type of surface can be constructed without the use of a road roller, provided that it is well maintained by a blade grader so as to remove the traffic marks until the oil has hardened; and further provided that there is sufficient traffic to compact the materials. Very good results can be obtained without the roller but the use of this piece of equipment is recommended.

PR 127 C

WILLIAM DIGBY
H. B. VAN DUZER
W. H. M[illegible]

September 23, 1927.

Mr. W. E. Chandler,
Division Engineer,
State Highway Department,
Grants Pass, Oregon.

Dear Sir:

We have your letter of September 22, with reference to the preparation of field estimates in connection with the surfacing of the Hayes Hill-Shattuck Corner Section of the Redwood Highway, Federal Aid Project 127-C.

In our letter of instruction of June 17, it was not our intention that separate field estimates should be made for the two classes of work, namely, resurfacing of the Hayes Hill Section and the surfacing of the balance of the project. It will only be necessary that detailed quantities on the field estimate be segregated in order that the quantities cooperated on by the Bureau can be readily distinguished from the resurfacing portion of the job. You will please therefore use the one prefix 17 PR-1 and submit one field estimate with the segregation as requested.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. M. Probert
Office Engineer

Dict by L. E. Parsons/AP

...LAND
...CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

Sept. 22, 1927.

Mr. R. A. Klein,
State Hwy. Engineer,
Salem, Oregon.

Attention! J. W. De Souza.

Dear Sir:

Refering to your letter of June 17, regarding surfacing the Hayes Hill-Shattuck Corner, Federal aid project No. 127 C. It is noted that it will be necessary to make separate estimate on the resurfacing of the Hayes Hill section of this contract.

Will you kindly advise if the resurfacing of the Hayes Hill section will have the same prefix, 17 PC-1, as the Hayes Hill-Shattuck Corner.

Yours truly,

W. E. Chandler,
Division Engineer.

By Chas. E. Law
Office Engineer.

CEL:BE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

PR 27-C

September 7, 1927.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:- Attention - Mr. Prebert

We are in receipt of intermediate voucher covering Oregon F.A.P. 127 - Section C, for the period ending August 15th, 1927. Under items for Bridge at Station 1269 the voucher carries the amount of 18 cubic yards of Class "D" Concrete, which is the project agreement amount. However, it is noted that the semi-final field estimate carries 17.64 cubic yards of Class "D" Concrete. Rather than hold up the voucher, we are forwarding it with our recommendation for payment. However, it is requested that this item be corrected before another voucher is submitted.

Very truly yours,

C. H. PURCELL
District Engineer

By T. H. Davis
Associate Highway Engineer.

PR# 127C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1927.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The modified project agreement and certificate have been executed covering Oregon Federal aid project No. 127-C, Hayes Hill-Shattuck Corners section of the Redwood Highway. We enclose herewith an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. PURCELL,
District Engineer,

By T. M. Davis
Assoc. Highway Engineer.

J.W.D.

Ag Pa 1702

Oregon Federal Aid Project No. 127, Section C.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 19, 1927, by the State Highway Commission of Oregon, and on May 19, 1927, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 127, Section C; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for Section C of said project to provide for the construction of crushed gravel surfacing over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $149,780.67 to $202,210.80, and that the Federal funds approved and set aside to the credit of said Section C be increased from $89,868.40 to $121,326.48:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for Section C of said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred t[illegible] one thousand, three hundred twenty-six and 48/100 do[illegible] ($121,326.48) as the share of the United States payal[illegible] under said act on account of Section C of said project, whi[illegible] does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (f) of Article III shall read:

"(f) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement, are, respectively, as follows: Road portion, approved estimate $183,979.13, Federal Aid $110,387.48; 4 bridges of more than 20 ft. clear span, approved estimate $18,231.67, Federal Aid $10,939.00."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred twenty-one thousand, three hundred twenty-six and 48/100 dollars ($121,326.48), certified to the Secretary of the Treasury as above mentioned, being not more than 62.25 per cent of two hundred two thousand, two hundred ten and 80/100 dollars ($202,210.80), the approved total estimated cost of Section C of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 23rd day of July, 1927, and the Secretary of Agriculture on the 23rd day of August, 1927.

STATE HIGHWAY COMMISSION OF OREGON

By Chas. Purdy
Chairman, State Highway Commission

By H B Van Duyn
Member, State Highway Commission

By
Member, State Highway Commission

C. V. Marvin
Acting Secretary of Agriculture

FOR AUTHORITY OF HIGHWAY DEPARTMENT TO EXECUTE AGREEMENTS SEE PROJECT NO. 112.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1462, a point about 15 miles west of Grants Pass at the north end of Hayes Hill Forest Highway Project, and survey station 2103 at Shattuck Corner about 4 miles west of Grants Pass, excepting therefrom the bridge across Applegate River, locally known as the Redwood Highway between Grants Pass and the Oregon-California State Line near Monumental, Josephine County, and designated in the records of this Department as Section C of Project No. 127, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 202,210.00 in lieu of the $89,868.40 approved by Certificate of May 19, 1927, as the total estimated cost of Section C of said project, and the sum of $ 121,326.48/ as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed 62.25 per cent of said total estimated cost.

Done at the city of Washington, this 23rd day of August one thousand nine hundred and Twenty-seven, as witness my hand and the seal of the Department of Agriculture.

C. W. Mauvin

ACTING *Secretary of Agriculture.*

cwb

GOVERNMENT PRINTING OFFICE 8—4800

PR #127 C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.....

POST OFFICE BUILDING
PORTLAND, OREG.

August 29, 1927.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We enclose herewith one copy of the estimate, dated June 30, 1927, which was used as the basis of the amended project agreement covering Oregon Federal aid project No. 127-C, Hayes Hill-Shattuck Corners section of Redwood Highway.

Yours very truly,

C. H. PURCELL,
District Engineer,

By T. M. Davis
Assoc. Highway Engineer.

Oregon State Highway Department — Project No. 1270

Hayes Hill-Shattuck Corner Section of the Redwood Highway
in Josephine County

(Estimate as basis for modified agreement. Revised to include surfacing)

Salem, Oregon, June 30, 1927.

Grading			
All Required	Clearing and Grubbing		$16,000.00
97,000 cu.yds.	Common Excavation	$ .38	36,860.00
71,000 " "	Solid Rock "	.58	41,180.00
340,000 sta."	Overhaul	.03	10,200.00
240 cu. yds.	Class A Concrete	24.00	5,760.00
20 " "	" C "	24.00	480.00
22,000 lbs.	Metal Reinforcement	.07	1,540.00
17 M-FBM	Lumber and Timber in Flumes	50.00	850.00
600 cu. yds.	Rock or Gravel Backfill for Drains	2.00	1,200.00
5,000 lin. ft.	6" Porous Drain Tile	.25	1,250.00
800 lin. ft.	12" Concrete Pipe	1.50	1,200.00
1,500 " "	18" " "	2.50	3,750.00
700 " "	24" " "	3.15	2,205.00
400 " "	30" " "	5.00	2,000.00
260 " "	18" " Siphon Pipe	3.25	845.00
60 " "	24" " " "	4.50	270.00
Culvert over 20' clear span			
Bridge No. 1268 - Sta. 1367			
152 cu. yds.	Excavation	2.25	348.75
101 " "	Class A Concrete	23.00	2,323.00
17 " "	" D "	24.00	408.00
14,000 lbs.	Metal Reinforcement	.05	700.00
70 lin. ft.	Handrail	4.00	280.00
Bridge No. 1269 - Sta. 1427			
95 cu. yds.	Excavation	2.25	213.75
75 " "	Class A Concrete	23.00	1,725.00
18 " "	" D "	24.00	432.00
10,100 lbs.	Metal Reinforcement	.05	505.00
70 lin. ft.	Handrail	4.00	280.00
Bridge No. 1270 - Sta. 1492			
130 cu. yds.	Excavation	2.25	292.50
85 " "	Class A Concrete	23.00	1,955.00
21 " "	" D "	24.00	504.00
13,300 lbs.	Metal Reinforcement	.05	665.00
80 lin. ft.	Handrail	4.00	320.00
Bridge No. 1271 - Sta. 1492			
525 cu. yds.	Excavation	2.25	1,181.25
119 " "	Class A Concrete	23.00	2,737.00
21 " "	" D "	24.00	504.00
14,800 lbs.	Metal Reinforcement	.05	740.00
115 lin. ft.	Handrail	4.00	460.00

Project No. 1870

Surfacing

9,900 sq. yds.	Sub-base Course Surfacing		$1.40	$13,860.00
9,650 " "	Base " "		1.65	15,922.50
6,250 " "	Top " "		1.80	11,250.00
3,075 " "	Filler		.25	960.75
7,650 yd. mi.	Filler Haul		.25	1,912.50
5,000 cu. yds.	Earth Cushion		.25	1,250.00
10,000 yd. mi.	Cushion Haul		.25	2,500.00
		Sub-total		$185,626.00
		10% Engr. & Cont.		18,584.80
				$202,210.80

Length of Project - 10.739 mi. Gross
" " " - 10.694 " Excl. Applegate River Bridge
" " roadway 10.669 - Excl. bridges of over 20' clear span
Cost per mile including Bridges $18,908.80
" " " excluding " ~~17,995.95~~ 17,244.27
4 bridges of over 20' clear span 0.025 of a mile in length

State funds available	$ 80,884.32
Federal Aid requested	121,326.48 (60%)
	$202,210.80

State Funds for Construction: Chap. 175, Laws 1917; Chap. 51, Laws 1920.
" " " Maintenance: Res. Aug. 17, 1917; Chap. 237, Laws 1917.

	Estimated cost	Federal aid
Roadway	183,979.13	110,387.48
Bridges	18,231.67	10,939.00
	202,210.80	121,326.48

...nd Recommended
...roval. .....
... .

THESE UNIT PRICES ~~ARE~~ ARE NOT APPROVED
FOR FORCE ACCOUNT CONDITIONS
EXCEPT AS NOTED BY *

PR127C

August 2,1927

Harness & Colby,
Roseburg,
Oregon.

Gentlemen:

We are mailing to you herewith an executed copy of State Highway Contract No. 979 which was executed to you by the State Highway Commission on June 22d of this year, for surfacing of 10.77 miles and resurfacing 1.87 miles of the Hayes Hill-Grattnek Corner Section of the Redmond Highway in Josephine County. This copy is being mailed to you for your records and files.

Very truly yours,

ROY A. KLEIS
State Highway Engineer

By
H. B. Chinnyer
Chief Clerk

HBC:L
cnm.

PR 127 C

August 1, 1927.

Grants Pass Chamber of Commerce,
Grants Pass, Oregon.

Attention Mr. J. R. Harvey

Gentlemen:

Receipt is acknowledged of your letter of July 30th. regarding progress on the surfacing contract on the Redwood Highway between Shattuck Corner and Hayes Hill. In reply, would advise that this contract has been drawn so as to permit the contractor to place surfacing materials this fall only on the sections where the old road has been disturbed by the new construction. It will be necessary, therefore, after the first rains, for travel to use the old road at all places where the old road is still available.

This procedure is in line with our general experience and practice so that we may get the full settlement on the new embankments before the surfacing is placed. This will result in a much better job and we contemplate that under this arrangement the surfacing on the entire project will be completed well within the contract date, July 31, 1928.

Very truly yours,

State Highway Engineer.

RAK:HI

cc W. E. Chandler

"IT'S THE CLIMATE"

GRANTS PASS CHAMBER OF COMMERCE

CHAMBER OF COMMERCE BUILDING

GRANTS PASS, OREGON

July 28,1927.

Mr. Roy A.Klein,
State Highway Engineer,
Salem,Oregon.

Dear Mr. Klein:

In regard to the contract for graveling the highway from Selma east to four mile point west of Grants Pass.

We understand that this contract has been let to Colby and partner, that it will soon be partially ready for gravel, and that it will all be ready for gravel shortly after or about August 15th to September 1st.

As this contract has been awarded will it be possible for you to request the contractors ~~graveling~~, to finish their work as soon as possible, so that this 16 mile stretch will not be a mud hole this winter.

We are very fortunate in having these gentlemen the successful bidders on this contract for their former work was done in a very satisfactory and rapid manner to the people here, and I hope it was to your commission.

If you will notify them that it is your desire to have them finish it as rapidly as possible, I think they will be glad to comply, and it will be a great benefit to this district.

Thank you for your cooperation.

Yours truly,
Grants Pass Chamber of Commerce.
By J.R.Harvey.

JRH.EKG:

June 30, 1927.

RE 1275

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Box 7900,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for modified agreement on the Hayes Hill-Shattuck Corner Section, Oregon Project No. 1270.

This estimate has been modified to include the surfacing.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

J. W. De Soums,
Assistant Office Engineer.

JWD:HI
Encl.

Oregon State Highway Department — Project No. 1270

Hayes Hill-Shattuck Corner Section of the Redwood Highway
in Josephine County

(Estimate as basis for modified agreement. Revised to include surfacing)

Salem, Oregon, June 30, 1937.

Grading			
All Required	Clearing and Grubbing		$10,000.00
97,000 cu.yds.	Common Excavation	$ .36	34,920.00
71,000 " "	Solid Rock "	.58	41,180.00
540,000 sta."	Overhaul	.03	16,200.00
249 cu. yds.	Class A Concrete	24.00	5,976.00
20 " "	" C "	24.00	480.00
22,000 lbs.	Metal Reinforcement	.07	1,540.00
17 M-FBM	Lumber and Timber in Flumes	50.00	850.00
800 cu. yds.	Rock or Gravel Backfill for Drains	2.00	1,600.00
5,000 lin. ft.	6" Porous Drain Tile	.25	1,250.00
800 lin. ft.	12" Concrete Pipe	1.50	1,200.00
1,300 " "	18" " "	2.50	3,250.00
700 " "	24" " "	3.15	2,205.00
400 " "	30" " "	5.00	2,000.00
200 " "	18" " Siphon Pipe	3.25	650.00
60 " "	24" " " "	4.50	270.00
Bridge No. 1268 - Sta. 1567			
156 cu. yds.	Excavation	2.25	344.75
101 " "	Class A Concrete	23.00	2,323.00
17 " "	" D "	24.00	408.00
14,000 lbs.	Metal Reinforcement	.05	700.00
70 lin. ft.	Handrail	4.00	280.00
Bridge No. 1262 - Sta. 1627			
95 cu. yds.	Excavation	2.25	213.75
75 " "	Class A Concrete	23.00	1,725.00
18 " "	" D "	24.00	432.00
10,100 lbs.	Metal Reinforcement	.05	505.00
70 lin. ft.	Handrail	4.00	280.00
Bridge No. 1270 - Sta. 1692			
130 cu. yds.	Excavation	2.25	292.50
85 " "	Class A Concrete	23.00	1,955.00
21 " "	" D "	24.00	504.00
13,300 lbs.	Metal Reinforcement	.05	665.00
80 lin. ft.	Handrail	4.00	320.00
Bridge No. 1271 - Sta. 1692			
515 cu. yds.	Excavation	2.25	1,161.25
119 " "	Class A Concrete	23.00	2,737.00
21 " "	" D "	24.00	504.00
14,800 lbs.	Metal Reinforcement	.05	740.00
115 lin. ft.	Handrail	4.00	460.00

Project No. 1878

Surfacing

9,900 cu. yds.	Sub-base Course Surfacing		$1.40	$13,860.00
9,680 " "	Base " "		1.65	15,972.00
5,940 " "	Top " "		1.90	11,286.00
5,875 " "	Filler		.35	926.75
7,600 yds. mi.	Filler Haul		.25	1,900.00
5,060 cu. yds.	Earth Cushion		.25	1,265.00
10,000 yds. mi.	Cushion Haul		.25	2,500.00
		Sub-total		$47,820.00
		10% Engr. & Cont.		14,346.00
				$62,166.00

Length of Project - 10.789 mi. Gross
" " " - 10.634 " Excl. Applegate River Bridge

Cost per mile including Bridges $16,708.80
" " " excluding " 17,208.98

State funds available $ 60,956.32
Federal Aid requested 121,326.48 (80%)

$182,210.80

State Funds for Construction: Chap. 176, Laws 1917; Chap. 81, Laws 1920.
" " " Maintenance: Res. Aug. 17, 1917; Chap. 237, Laws 1917.

June 18, 1927.

FR 127-C

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

In accordance with telephone call from Mr. Davis this morning, we are enclosing herewith six copies of revised estimate to accompany the special provisions on the Hayes Hill-Shattuck Corner Surfacing, Oregon Project 127-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

J. W. DeSouza
Assistant Office Engineer

JWD:AP
Encl.

Oregon State Highway Department — Project No. 127-C

HAYES HILL-SMATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate with surfacing specifications. Not as basis for modified Agreement.)

Salem, Oregon, June 17, 1927.

9,900	cu.yds	Sub-base Course Surfacing	$1.50	$15,850.00
9,650	cu.yds	Base Course Surfacing	1.60	15,440.00
6,250	cu.yds	Top Course Surfacing	1.70	10,625.00
4,300	cu.yds	Filler	.50	2,150.00
8,500	yd.mi	Filler Haul	.25	2,125.00
5,000	cu.yds	Earth Cushion	.40	2,000.00
10,000	yd.mi	Cushion Haul	.25	2,500.00
		Sub-total		$ 50,770.00
		10% Engr. & Cont.		5,077.00
				$ 55,856.00

Length of Project 10.694 miles

Cost per mile $ 5,223.19

State Funds Available	$ 22,342.76
Federal Aid Requested	33,514.14
	$ 55,856.90

ANALYSIS OF ESTIMATED SURFACING PRICE

Set-up and Crushing	$ .80
Hauling (2 Mi. @ $22)	.44
Placing and Finishing	.20
Sub-total	$1.44
15% Profit	.21
Est. Bid Price	$1.65

June 17,1927

FH 127-C

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
#3900,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate of cost and unit price analysis covering the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County, Federal Aid Project No. 127 C.

Very truly yours,

J. W. DeGomez,
Asst. Office Engineer

JWD:L
enc.6

OREGON STATE HIGHWAY DEPARTMENT — PROJECT NO. 127 C

HAYES HILL-SHAFTOCK CORNER SECTION
of the
REDWOOD HIGHWAY
in
JOSEPHINE COUNTY

(Estimate with surfacing specifications. Not on basis for notified agreement)

Salem, Oregon, June 17, 1927

8,000 cu.yds. sub-base gravel surfacing	$1.50	$12,000.00
10,000 " " base " "	1.80	17,940.00
7,350 " " top " "	1.70	12,495.00
4,300 " " filler	.50	2,150.00
5,500 yd.mi. filler haul	.25	2,125.00
5,000 cu.yds.earth cushion	.40	2,000.00
10,000 yd.mil.cushion haul	.25	2,500.00
	Sub-total	$51,310.00
	10% Engineering & Contb.	5,131.00
		$56,441.00

Length of Project 10.694 mil
Cost per mile $5,278.39

State funds available	$22,664.40
Federal Aid requested	33,996.60
	$56,661.00

ANALYSIS OF ESTIMATED SURFACING PRICE

Setup and crushing	$.80
Hauling (2 mi. at .22)	.44
Placing and Finishing	.20
Sub-total	1.44
15% profits	.21
Est.bid price	$1.65

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

PP127E

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.

June 8, 1927.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

The project agreement and certificate have been executed covering Oregon Federal aid project No. 127-C, Hayes Hill-Shattuck Corners section of the Redwood Highway. We enclose herewith an original copy each of the agreement and certificate for your files.

Yours very truly,

C. H. PURCELL,
District Engineer,

By [signature]
Assoc. Highway Engineer.

Form P. R. 2

State Oregon

Project No. 127. Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

AMENDED FEBRUARY 28, 1919

AND

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

WASHINGTON
GOVERNMENT PRINTING OFFICE
1925

Form P. R. 8

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of April, 1927

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended by act approved February 28, 1919 (40 Stat., 1189), entitled "An Act Making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1920, and for other purposes," and by act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes":

Whereas the Highway Department of said State submitted on the 20th day of November, 1925, a project statement, which was approved by the Secretary on the 5th day of January, 1926, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 20th day of December 1926, and approved by the Secretary on the 19th day of May, 1927; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty-nine thousand, eight hundred sixty-eight and 40/100

dollars ($89,868.40) as the share of the United States payable under said act on account of said project, which does not exceed 62.25 per cent of the total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

Section 6 of

Section 6 of

C. 309 P. L. (44 Stat.)

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chapter 175, Laws of 1917; Chapter 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department)

*(c) By the count..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

*(d) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 1462, a point about 15 miles west of Grants Pass at the north end of Hayes Hill Forest Highway Project, and survey station 2103 at Shattuck Corner about 4 miles west of Grants Pass, excepting therefrom the bridge across Applegate River, terminal points, a distance of 10.694 miles, known locally as the Redwood Highway between Grants Pass and the Oregon-California State Line near Monumental, Josephine County, being Section C of Oregon Federal Aid Project No. 127, consisting of 10.669 miles of road and 4 bridges of over 20 ft. clear span 0.025 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project may be performed by contract, by force account, or by convict labor, as may be found most advantageous to the State and Federal Governments. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary. except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(*b*) In the construction of said project the Highway Department will give and cause to be given, other conditions being equal, preference in the employment of labor to honorably discharged soldiers, sailors, and marines, but no other preference or discrimination among citizens of the United States shall be made.—Section 6 of the act of Congress of February 28, 1919 (40 Stat., 1189).

(c) It is mutually agreed that the existing structure over Applegate River shall be subject to inspection and approval by the Secretary or his authorized agents, and that if in the judgment of the Secretary or his authorized agents, such structure requires repairs or reconstruction, it will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(d) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(e) The Highway Department hereby agrees that, if the California and Oregon Coast Railroad Company should require for railroad purposes any portion of the easement granted to the County of Josephine under date of February 4, 1927, and demand the removal therefrom of any or all of the highway covered by this agreement, it will, without expense to the Federal Government, acquire or cause to be acquired a new right-of-way and will relocate and construct or cause to be relocated and constructed thereon in a manner similar to the improvement provided by the plans and specifications approved for said Oregon Project No. 127, Section C, such portion or portions of said project whose utility is affected by said removal.

(f) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 feet clear span covered by this agreement are, respectively, as follows: Road portion, approved estimate $131,549.00, Federal Aid $78,929.40. 4 bridges of more than 20 ft. clear span, approved estimate $18,231.67, Federal Aid $10,939.00.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the cost of Section C of said project shall not in any event exceed (*a*) the said sum of **eighty-nine thousand, eight hundred sixty-eight and 40/100**

dollars, certified to the Secretary of the Treasury as above mentioned, being **less than 62.25**

per cent of **one hundred forty-nine thousand, seven hundred eighty and 67/100**

Section C of

dollars, the approved total estimated cost of said project, nor (*b*) the said per centum of the value of the labor and materials which shall have been actually put into the construction of Section C of said project in conformity to said plans and specifications.

(C. 79% R. 30% R. Yam.)

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of the said certified sum, or so much thereof as may be due under the terms hereof, to .....

.....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county) of ..... (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States be in excess of $ 18,675.00 per mile of said project, exclusive of the cost of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Resolution of August 17, 1917; Chapter 237, Laws of 1917. (Include reference to statute authorizing funds and probable amount annually available)

.....

.....

.....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

309 P. 19 P. 19.)

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the .....;
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the .....;
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

*(Strike out if not appropriate)

STRICKEN OUT

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 19th day of May, 1927

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By W. Duby
Chairman, State Highway Commission
(Title of officer)

By H Bowersox
Member, State Highway Commission
(Title of officer)

By C E Gates
Member, State Highway Commission
(Title of officer)

By .....
(Title of officer)

By .....
(Title of officer)

[SEAL]

[SEAL] ACTING Secretary

EXECUTE AGREEMENTS SEE PROJECT NO. 112

PR 127 C

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1462, a point about 15 miles west of Grants Pass at the north end of Hayes Hill Forest Highway Project, and survey station 2103 at Shattuck Corner about 4 miles west of Grants Pass, excepting therefrom the bridge across Applegate River, locally known as the Redwood Highway between Grants Pass and the Oregon-California State Line near Monumental, Josephine County, and designated in the records of this Department as Section C of Project No. 127, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $149,780.67 as the total estimated cost of Section C of said project, and the sum of $89,868.40 as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed 62.25 per cent of said total estimated cost.

Done at the city of Washington, this 19th day of May one thousand nine hundred and Twenty-seven, as witness my hand and the seal of the Department of Agriculture.

R. H. Hinrichs
ACTING *Secretary of Agriculture.*

WRB

8—4829

PR 127 C

Form 1206

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its character is indicated by a symbol in the check or in the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS	
BLUE	Day Letter
NITE	Night Message
NL	Night Letter
LCO	Deferred
CLT	Cable Letter
WLT	Week End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon
Telephone 61

44PR C 51 5 EXTRA

GRANTSPASS ORG 1023A MAY 24 1927

STATE HIGHWAY COMMISSION

SALEM ORG

WASHBURN AND HALL CONTRACT GRANTSPASS TO SELMA FIFTY PERCENT BEHIND SCHEDULE STOP TROUBLE SEEMS TO BE SUBCONTRACTOR HAS TOO MANY JOBS STOP WILL YOU INSIST ON SPEEDING UP WORK OTHERWISE ROAD WILL NOT BE FINISHED UNTIL LATE NEXT YEAR STOP GRAVELING SHOULD BE STARTED NEXT MONTH

H D NORTON PRESIDENT GRANTSPASS CHAMBER OF COMMERCE

1044A

We answered NOTED
State Highway Engineer

+ 119,600.00

(36,000 yds.)

+ 14,386 (27,000 yds.)

+ 20,600 June monthly estimate
to complete on time

May 15th estimate under 111m 15th 21% C. 79% R.
70% C. 30% R.

Grading commenced
Grading

20,000
42,000
72,000
20,000

3.5

2000, one month, subcontractor schedule on 111m 15th.

July 1
Aug. 1
Sept. 1

date of completion Aug. 31, 1927.

Form 1201

WESTERN UNION

SYMBOLS	
BLUE	Day Letter
NITE	Night Message
NL	Night Letter
LCO	Deferred
CLT	Cable Letter
WLT	Week End Letter

...ible-
...its char-
...indicated by
...ymbol in the check
...or in the address.

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon
Telephone 61

43PR C 51 5 EXTRA

GRANTSPASS ORG 1023A MAY 24 1927

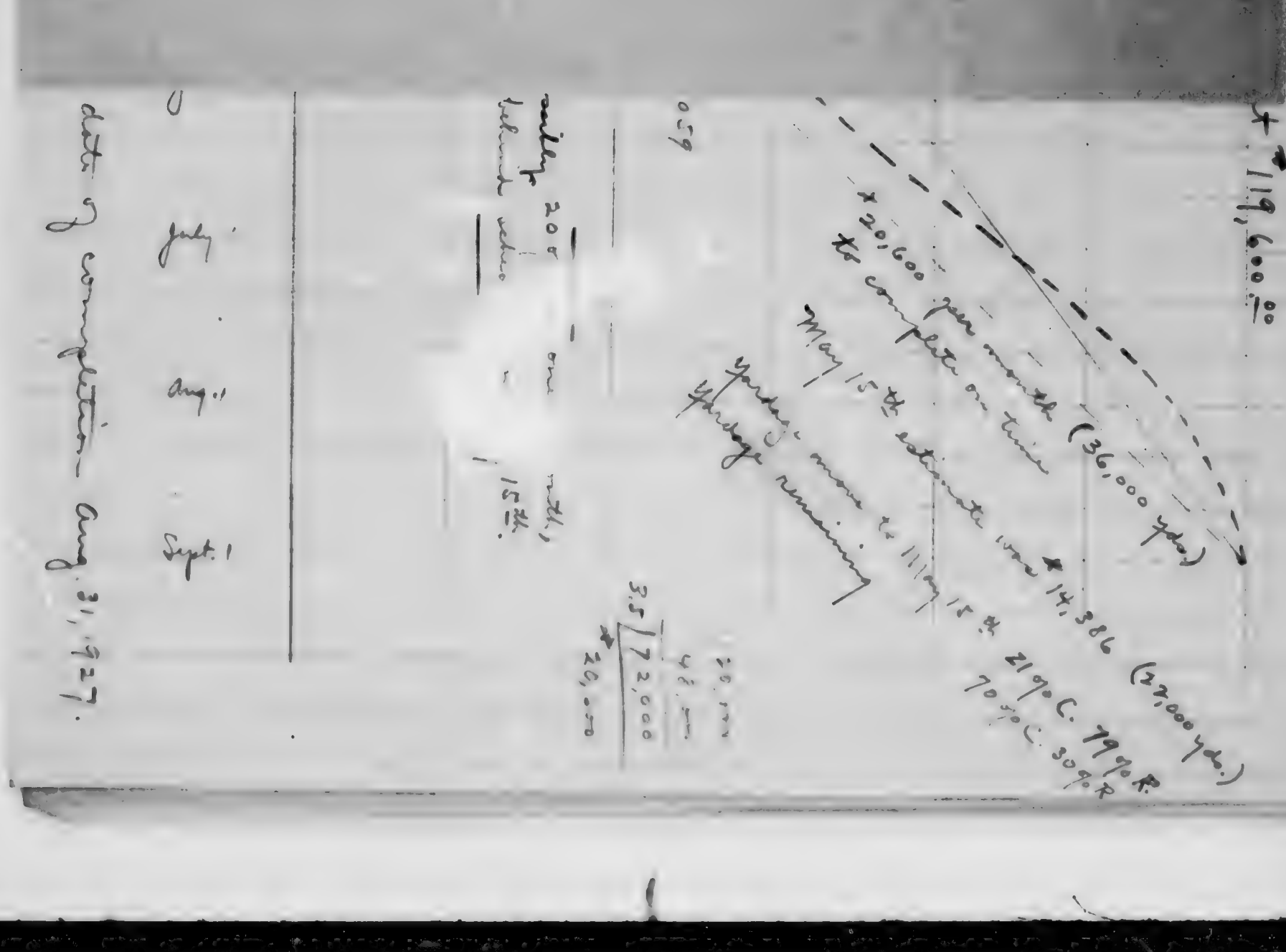
ROY A KLEIN

SALEM ORG

WASHBURN AND HALL CONTRACT GRANTSPASS TO SELMA FIFTY PERCENT BEHIND SCHEDULE STOP TROUBLE SEEMS TO BE SUBCONTRACTOR HAS TOO MANY JOBS STOP WILL YOU INSIST ON SPEEDING UP WORK OTHERWISE ROAD WILL NOT BE FINISHED UNTIL LATE NEXT YEAR STOP GRAVELING SHOULD BE STARTED NEXT MONTH

H D NORTON PRESIDENT GRANTSPASS CHAMBER OF COMMERCE

1041A



Progress Chart

Washburn - Hull Contract
Hayes Hill - Chittenden Corner.

Contract amount → 119,600.00

120,000
100,000
80,000
60,000
40,000
20,000

20,600 per month (36,000 yds.) to complete on time

May 15th estimate was 14,386 (32,000 yds.) yardage more to May 15th 21% C. 79% R. yardage remaining 70% C. 30% R.

120,000
48,000
3.5 | 72,000
20,600

48,059
33,673.
24,128
15,362
4,724

Possibly 20%, or one month, behind schedule on May 15th.

Jan.1 Feb.1 Mar.1 Apr.1 May 1 June 1 July 1 Aug.1 Sept.1

Contract Awarded Dec. 22, 1926. Specified date of completion Aug. 31, 1927.

FORM S-B A-2718 2500 10-26

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

934-17PC

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR127C

OREGON STATE HIGHWAY COMMISSION

SALEM

May 25, 1927.

Washburn & Hall
Box 760
Grants Pass, Oregon.

Attention: S. Washburn.

Gentlemen:

Herewith please find for your signature before a Notary Public our voucher for $12,228.25, covering estimate 5, contract 934, which has been properly signed by Mr. Klein and two commissioners.

In connection with your letter of May 16th concerning the assigning of your estimates, I would say, that I am enclosing for your use a half dozen of our Assignment forms, the same being a standard form required by the Secretary of State's office on each separate voucher which is to be assigned other than the regular payee. I would state, that our general practice is to suggest that in case a blanket assignment is to be made on any one contract, that any legal form of assignment be rendered clearly specifying the fact that all money due or to become due on the contract is to be assigned to a certain definite assignee named in the assignment and this assignment be forwarded to this office, accompanied by the written consent of the Surety Company on the contract before it can be honored. Even when this is done it is still necessary, however, to attach the form which I am enclosing to each separate voucher as it is required by the Secretary of State, but the first form prevents the necessity of securing the Surety Company's consent to each individual estimate. Where individual estimates only are assigned, however, it is necessary that the Surety consent to each separate assignment before it can be honored.

Yours respectfully,

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS CG
cc James McFarland, Office.

encl.

February 26, 1937

FR 127-6

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

In accordance with your letter of the 25th inst., we are today sending you four blue prints each of drawings 3134 and 3135 covering 2 x 4 and 4 x 4 concrete box culverts to be constructed on the Agness Hill-Shetland Corner Section, Oregon Project 127-6.

We are today taking up the matter of encroachments on the California-Oregon and Coast Railroad right of way with Mr. Chandler, and will advise you as soon as we receive any information from him.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict by J. W. DeSousa/AP

February 26, 1927

Mr. W. E. Chandler,
Division Engineer,
Grants Pass, Oregon.

Dear Sir:

We are today in receipt of a letter from the Bureau of Public Roads advising that the project agreement on the Hayes Hill-Shattuck Corner Section, Federal Aid Project No. 127-C, can not be executed until such time as right of way has been secured from the California Oregon and Coast Railroad Company for the encroachments between Stations 1616 and 1661.

Will you please advise us as to what action has been taken regarding these encroachments and the progress that has been made. It is our impression that these encroachments are the ones covered by some tracings which recently were sent to you for the making of blue prints, and we therefore presume that negotiations with the railroad company are now under way. In any event, we would be pleased to receive your advice as to the existing status.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. W. DeSoura/AP

...ENT OF AGRICULTURE
...OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREG.

February 25, 1927.

127 C

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to plans for Oregon 127 - Section C.

It is noted that the highway encroaches on the right-of-way of the California, Oregon & Coast Railroad between Stations 1615 and 1661. Will you please advise if the right-of-way has been obtained from the railroad. It will be necessary that copies be secured before project agreement can be executed.

Also on this project the 2 x 4 and 4 x 4 box culvert drawings No. 3134 and 3123, respectively, were not submitted with the plans. As these plans have not been approved as standards, will you please submit four blue-prints of each.

Very truly yours,

C. H. PURCELL
District Engineer

By L. M. Davis
Associate Highway Engineer.

COMMISSIONERS
WILLIAM [illegible] BAILEY, CHA
H. S. [illegible]UZER, PORTLAN
W. H. M[illegible]NE, CORV[illegible]

OREGON STATE HIGHWAY COMMISSION
[illegible]
[illegible]

February 25, 1927.

Mr. E. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to plans for Oregon 127 - Section C.

It is noted that the highway encroaches on the right-of-way of the California, Oregon & Coast Railroad between Stations 1615 and 1661. Will you please advise if the right-of-way has been obtained from the railroad. It will be necessary that copies be secured before project agreement can be executed.

Also on this project the 2 x 4 and 4 x 4 box culvert drawings No. 3134 and 3123, respectively, were not submitted with the plans. As these plans have not been approved as standards, will you please submit four blue-prints of each.

Very truly yours,

C. H. PURCELL
District Engineer

By L J Canfield
Associate Highway Engineer.

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

GRANTS PASS, OREGON

March 3rd, 1927.

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

Herewith copy of agreement which has been made out by the C & O Railroad Company south of Grants Pass on the Redwood Highway for encroachments. This has been signed by the Railroad and the County Court. This is the County Court's copy and when you are through with the instrument please return so that we can give it to the Court.

You have the tracings of these encroachments which were sent in some time ago for blue prints.

Yours truly,

WM. E. CHANDLER
Division Engineer

WEC/F
Inc. 1.

RECEIVED
MAR 4 1927

March 8, 1927.

FR 127-C

Mr. W. E. Chandler,
Division Engineer,
Grants Pass, Oregon.

Dear Sir:

Herewith we are returning to you the copy of agreement which was sent to us covering railroad encroachments on the Hayes Hill-Shattuck Corner Section, Federal Aid Project No. 127-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. W. DeSousa/AP

Encl.

March 8, 1927. FH 127-C

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing three copies of agreement between Josephine County and the Receivers of the California-Oregon and Coast Railway covering encroachments between Stations 1618 and 1661 of the Hayes Hill-Shattuck Corner Section, Oregon Project No. 127-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. W. DeSousa/AP

Encl.

THIS INDENTURE, made the _____ day of _____, 1927, by and between CALIFORNIA AND OREGON COAST RAILROAD COMPANY, an Oregon Corporation, Party of the First Part, and County of Josephine, a political sub-division of the State of Oregon, Party of the Second Part,

WITNESSETH: That the First Party hereby grants to the Second Party (subject to the conditions hereinafter contained) the right to construct and maintain a highway upon and across that certain parcel of land situated in the County of Josephine, State of Oregon, and lying within the railroad right of way, and property of the First Party, and described as follows, to-wit:

Description of encroachment of Redwood Highway on California and Oregon Coast Railroad Company, Josephine County:

A strip of land 15 feet wide which is parallel to, and the nearest edge 35 feet right of the center line of the California and Oregon Coast Railroad Engineer Station 660 to 701+77. The center line being described as:

Beginning at a point which is 75 feet West of the East line and 580 feet North of the South line of the Northwest Quarter of the Southeast Quarter of Section 10, Township 37 South of Range 7 West of the Willamette Meridian; thence running one 4 degree curve to the right a distance of 589.0 feet; thence South 66° 17' West a distance of 1570.6 feet; thence on a 3 degree curve to the right a distance of 932.8 feet; thence North 85° 44' West a distance of 756.0 feet; thence on a 1 degree curve right a distance of 320.5 feet to Station 701+77, the West line of Section 10, which point is 693 feet North of the Section corner common to Sections 9, 10, 15, and 16, Township 37 South of Range 7 West of the Willamette Meridian.

Description of encroachment of Redwood Highway on California and Oregon Coast Railroad Company, Josephine County:

A strip of land 20 feet wide which is parallel to and the nearest edge is 30 feet right of the center line of the California and Oregon Coast Railroad Engineer Station 751+55 to 755+60. The center line being described as:

THIS INDENTURE, made the _____ day of _____, 1927, by and between CALIFORNIA AND OREGON COAST RAILROAD COMPANY, an Oregon Corporation, Party of the First Part, and County of Josephine, a politicsl sub-division of the State of Oregon, Party of the Second Part,

WITNESSETH: That the First Party hereby grants to the Second Party (subject to the conditions hereinafter contained) the right to construct and maintain a highway upon and across that certain parcel of land situated in the County of Josephine, State of Oregon, and lying within the railroad right of way, and property of the First Party, and described as follows, to-wit:

Description of encroachment of Redwood Highway on California and Oregon Coast Railroad Company, Josephine County:

A strip of land 15 feet wide which is [illegible]

Beginning at Station 751+55 which point is 1170 feet North of the South line and 554 feet East of the West line of Section 9, Township 37 South of Range 8 West of the Willamette Meridian; thence running on a 10 degree curve to the left a distance of 275.0 feet; thence South 41° 15' West a distance of 150.0 feet to Station 755+60 which point is 980 feet North of the South line, and 245 feet East of

[illegible] at any time or times by the First Party, or its successors, without liability to the Second Party, or to anyone else for compensation or damage.

And should the Second Party at any time abandon the use of the said land or any part thereof, or fail at any time to use the same for said purpose for a continuous period of one year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and the First Party shall at once have the right, in addition to but not in qualification of the rights here-

the West line of Section 9, Township 37 South of Range 7 West of the Willamette Meridian.

The Second Party shall immediately move, at its own expense, the fence and telephone line affected by said right of way, and if not so done, the First Party may move the same, and charge the costs thereof to the Second Party, and the Second Party agrees to pay for the same. In all places where there are fills, the Second Party shall construct and maintain guard rails of the present or future standard of the Oregon State Highway Commission, so as to protect the First Party's track or tracks, and operations thereon.

This grant is subject and subordinate to the prior and continuing right and obligation of First Party and its successors, to use and maintain its entire railroad right of way 50 feet on either side of the center of the railroad track and property in performance of its public duty as a common carrier, and is also subject to the right and power of the First Party, and its successors in interest, or ownership of the said railroad right of way and property, to construct, maintain, use and operate on the present or other grade, existing or additional railroad tracks, and appurtenances thereto, including water and fuel, pipe lines and conduits, and telegraph, telephone, signal, power, and other electric lines, and other railroad facilities and structures of any kind upon, along or across any or all parts of the said land above described, all or any of which may be freely done at any time or times by the First Party, or its successors, without liability to the Second Party, or to anyone else for compensation or damage.

And should the Second Party at any time abandon the use of the said land or any part thereof, or fail at any time to use the same for said purpose for a continuous period of one year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and the First Party shall at once have the right, in addition to but not in qualification of the rights here-

the West line of Section 9, Township 37 South of Range 7 West of the Willamette Meridian.

The Second Party shall immediately move, at its own expense, the fence and telephone line affected by said right of way, and if not so done, the First Party may move the same, and charge the costs thereof to the Second Party, and the Second Party agrees to pay for the same. In all places where there are fills, the Second Party shall construct and maintain guard rails of the present or future standard of the Oregon State Highway Commission, so as to

innabove reserved, to resume exclusive possession of the said land, or the part thereof so abandoned, or the use thereof so discontinued.

STATE OF OREGON,)
: ss.
County of Josephine,)

On this, _____ day of February, 1927, before me appeared C. H. Demaray, to me personally known, who being duly sworn, did say that he, the said C. H. Demaray, is the Receiver of CALIFORNIA AND OREGON COAST RAILROAD COMPANY, the within named Corporation, and said C. H. Demaray acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, this, the day and year first in this, my certificate, written.

The Second Party shall keep the said highway in good condition and repair on the premises hereinabove described as long as the same shall be maintained thereon.

This instrument is subject to all valid and existing contracts, leases, liens or encumbrances which may affect the said property, and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized, the day and year first above written.

WITNESSES:

_____

_____

CALIFORNIA AND OREGON COAST RAILROAD COMPANY

By C. H. Demaray (sgd)
Receiver

COUNTY OF JOSEPHINE

By C. C. Gillette (sgd)
County Judge

L. R. Conklin (sgd)
Commissioner

Ernest Loughridge (sgd)
Commissioner

STATE OF OREGON,)
: ss.
County of Josephine,)

On this, _____ day of February, 1927, before me appeared C. H. Demaray, to me personally known, who being duly sworn, did say that he, the said C. H. Demaray, is the Receiver of CALIFORNIA AND OREGON COAST RAILROAD COMPANY, the within named Corporation, and said C. H. Demaray acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal, this, the day and year first in this, my certificate, written.

The Second Party shall keep the said highway in good condition and repair on the premises hereinabove described as long as the same shall be maintained thereon.

This instrument is subject to all valid and existing contracts, leases, liens or encumbrances which may affect the said property, and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed duly authorized, the day

Notary Public for Oregon

My Commission Expires

By

S. H. Prokvrt
Office Engineer

SHP:AP

17P5

February 2, 1927.

Mr. W. E. Chandler,
Division Engineer,
Grants Pass, Oregon.

Dear Sir:

Reference is made to the enclosed extra work order covering the straightening and rebending of reinforcing steel left over from the Burnt Hill-Chetco River Section, which steel is to be used on the Hayes Hill-Shattuck Corner Section.

As this steel is to be sold to contractors Washburn and Hall we are wondering if it would not be possible to have the expense of straightening and rebending reflected in the price at which the charge to the contractors is made, or to allow this expense as a credit to apply on this charge. We would prefer to have the matter handled in this manner for the reason that the cost of straightening and rebending this steel is not correctly a charge against the Hayes Hill-Shattuck Corner Section, and for the further reason that it is irregular as an extra work charge, and calls for special explanation.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

February 3, 1927.

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Dear Sir:

Herewith we are enclosing six copies of estimate as basis for project agreement on the Hayes Hill-Shattuck Corner Section, Oregon Project No. 127-C.

This estimates includes the grading and the bridges.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. DeSousa/AP

Encls.

Oregon State Highway Department — Project No. 127-C

HAYES HILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, February 5, 1927.

GRADING:				
All Required	Clearing and Grubbing			$10,000.00
97,000 cu.yds	Common Excavation		.38	36,860.00
71,000 cu.yds	Solid Rock Excavation		.58	41,180.00
340,000 sta.yds	Overhaul		.03	10,200.00
240 cu.yds	Class "A" Concrete		24.00	5,760.00
20 cu.yds	Class "B" Concrete		24.00	480.00
22,000 lbs	Metal Reinforcement		.07	1,540.00
17 M-FBM	Lumber and Timber in Flumes		50.00	850.00
600 cu.yds	Rock or Gravel Backfill for Drains		2.00	1,200.00
5,000 lin.ft	6" Porous Drain Tile		.25	1,250.00
800 lin.ft	12" Concrete Pipe		1.50	1,200.00
1,500 lin.ft	18" Concrete Pipe		2.50	3,750.00
700 lin.ft	24" Concrete Pipe		3.15	2,205.00
400 lin.ft	30" Concrete Pipe		5.00	2,000.00
260 lin.ft	18" Concrete Siphon Pipe		3.25	845.00
60 lin.ft	24" Concrete Siphon Pipe		4.50	270.00
BRIDGE No. 1268 - STATION 1567:				
155 cu.yds	Excavation		2.25	348.75
101 cu.yds	Class "A" Concrete		23.00	2,323.00
17 cu.yds	Class "D" Concrete		24.00	408.00
14,000 lbs	Metal Reinforcement		.05	700.00
70 lin.ft	Handrail		4.00	280.00
BRIDGE NO. 1269 - STATION 1497:				
95 cu.yds	Excavation		2.25	213.75
75 cu.yds	Class "A" Concrete		23.00	1,725.00
13 cu.yds	Class "D" Concrete		24.00	452.00
10,100 lbs	Metal Reinforcement		.05	505.00
70 lin.ft	Handrail		4.00	280.00
BRIDGE NO. 1270 - STATION 1492 :				
130 cu.yds	Excavation		2.25	292.50
85 cu.yds	Class "A" Concrete		23.00	1,955.00
21 cu.yds	Class "D" Concrete		24.00	504.00
13,300 Lbs.	Metal Reinforcement		.05	665.00
80 lin.ft	Handrail		4.00	320.00
BRIDGE NO. 1271 - STATION 1489:				
525 cu.yds	Excavation		2.25	1,181.25
119 cu.yds	Class "A" Concrete		23.00	2,737.00
21 cu.yds	Class "D" Concrete		24.00	504.00
14,800 lbs	Metal Reinforcement		.05	740.00
115 lin.ft	Handrail		4.00	460.00
		Sub-total		$136,164.25
		10% Engr. & Cont.		13,616.42
		Total		$149,780.67

Length of Project - 10.789 Miles, Gross
" " - 10.694 Miles, Excl. Applegate River Br.

Cost per mile, including bridges $ 14,006.84

Cost per mile, excluding bridges $ 12,301.19

State Funds Available $ 59,912.27

Federal Aid Requested 89,868.40 (60%)

$149,780.67

State Funds for construction: Chapter 175, Laws 1917; Chpter 31, Laws 1929.

State Funds for Maintenance : Res. Aug. 17, 1917; Chapter 237, Laws 1917.

Form 39—39449—2 M—10-25.

PR 127 C

Voted

OF STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 19 1927

Job Name Hayes Hill-Elk Horn Corner

Week from Jan 9 to Jan 15, 1927

Mail Address Gold Beach Ore

Highway Redwood

Telegraph or Telephone Address " "

County Josephine Job Prefix 17PC

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party Retraced the entire line sta 1966 to 2063

Ran chest levels sta 1966 to 2047

Staked for culverts sta 1594, 1614 and 1680

Staked Pipe culvert sta 2004, 2009 and 1975

Contractor has clearing only done sta 1990 to 2015

Small gang are working sta 1590 to 1620, 1670 to 1680 and 1970 to 1985

Pipe culverts have been placed sta 2049, 2009 and 1975

Checked up the classification - also culvert sign sta 1570 to 1700

RECEIVED
JAN 24, 1927
GRANTS PASS DIV. OFFICE

(See back of this sheet for instructions and detailed information.)

Signed C H Armstrong

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading on project 10.69

Miles completed ..... —

Miles completed except finishing ..... —

Miles covered by contractor's forces 15

Miles cross-sectioned ..... —

Miles cross-sections completed and checked ..... —

Miles to be remeasured ..... —

Number men in Engineering Party 5

Contractor's average force for week ..... 27 ..... men,

..... — ..... teams, ... — ..... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... 17 PC ..... Percentage 80

Other jobs ..... 8PE-A ..... Percentage 20

Other jobs ..... Percentage .....

Other jobs ..... Percentage .....

COMMISSIONERS
WILLIAM DUBY, BAKER, CHAIRMAN
M. E. VAN DUZEN, PORTLAND
W. R. MALONE, ROSEBURG

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

January 10, 1927

FE 127-C

Mr. C. N. Purcell,
District Engineer,
Bureau of Public Roads,
Box 5900,
Portland, Oregon.

Dear Sir:

We are today in receipt of a letter from Mr. Chandler, requesting that we send him the cross-sections for the Hayes Hill-Shattuck Corner Section, Oregon Project 127-C.

These cross-sections were sent to you with the federal aid plans for the project, and we would like to request that they be forwarded direct to Mr. Chandler at Grants Pass as soon as you have completed your inspection check of the federal aid plans.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. W. DeSousa/AP

CC Mr. W. E. Chandler
Div. Hwy. Engr.,
Grants Pass, Oregon.

...ER, CHAIRMAN
...UZER, PORTLAND
...W. MALONE, CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

GRANTS PASS, OREGON

January 8th, 1927.

PR 1.7 C

Mr. S. H. Probert
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:-

Will you please send the cross sections on the Hayes Hill--Shattuck Corner section at your early convenience.

Yours truly,

WM. E. CHANDLER
Division Engineer

WEC/F

December 29, 1926

FR 127-C

Mr. C. H. Purcell,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are today sending you four blue print sets of plans and one original set of cross-sections covering the grading of the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County, Oregon Project 127-C. Six copies of estimate to accompany the plans are enclosed herewith.

One set of plans covering the bridge across the Applegate River now in place will be sent to you within the next day or two by the Bridge Department. The designs for the multiple box culverts to be constructed under the grading contract will be sent to you by the Bridge Department in connection with the plans for the bridges which are to be awarded under separate contract.

Owing to the limited funds now available, and the fact that the bridges are being advertised for bids to be received on the 27th of January, we will prefer to wait until future federal funds are allocated before we submit an estimate to be used as a basis for project agreement. This estimate at that time can then contain both the grading and bridges.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. DeSousa/AP

Encls.

Oregon State Highway Department — Project No. 127-C

HAYES HILL-SHATTUCK CORNER SECTION OF THE REDWOOD HIGHWAY

IN JOSEPHINE COUNTY

(Estimate with plans. Not as basis for project agreement.)

SECTION "A" - GRADING

All Required	Clearing and Grubbing		$ 10,000.00
97,000 cu.yds	Common Excavation	.40	38,800.00
71,000 cu.yds	Solid Rock Excavation	.80	56,800.00
340,000 sta.yds	Overhaul	.06	20,400.00
240 cu.yds	Class "A" Concrete	23.00	5,520.00
20 cu.yds	Class "C" Concrete	23.00	460.00
22,000 lbs	Metal Reinforcement	.08	1,760.00
17 M-FBM	Lumber and Timber in Flumes	50.00	850.00
600 cu.yds	Rock or Gravel Backfill for Drains	3.00	1,800.00
5,000 lin.ft	6" Porous Drain Tile	.50	2,500.00
800 lin.ft	12" Concrete Pipe	1.20	960.00
1,500 lin.ft	18" Concrete Pipe	2.30	3,450.00
700 lin.ft	24" Concrete Pipe	3.00	2,100.00
400 lin.ft	30" Concrete Pipe	4.00	1,600.00
260 lin.ft	18" Concrete Siphon Pipe	3.00	780.00
60 lin.ft	24" Concrete Siphon Pipe	4.00	240.00
		Sub-total	$148,080.00
		10% Engr. & Cont.	14,802.00
		Total	$162,822.00

Length of Project:

10.739 Miles, Gross
10.694 Miles, Excluding Applegate Bridge
10.669 Miles, Excluding all bridges

Cost per mile - 10.669 Miles - $ 15,261.22

State Funds Available	$ 65,128.80
Federal Funds to be Requested	97,693.20
	$ 162,822.00

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance: Res. Aug. 17, 1917; Chapter 237, Laws 1917.

PR 1870

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHAMBERLAIN, DIVISION ENGINEER

GRANTS PASS, OR. December 28, 1926.

Washburn & Hall,
42 E. 41st St. N
Portland, Oregon.

Gentlemen:

We are forwarding to you by express , under separate cover, four copies of the contract covering 10.69 miles of grading on the Hayes Hill-Shattuck Corner Section of the Redwood Highway in Josephine County, awarded to you by the Highway Commission on December 22, 1926, our contract No. 934.

Please execute all four copies of the contract and bond and return them to this office for the further execution by the Highway Commission, after which one fully executed copy will be returned to you for your files and one copy to your surety.

Your attention is called to the paragraph on page 7 relating to the Workmen's Compensation Act. You will be expected to carry on your work in strict compliance with the terms of this clause.

Very truly yours,

Roy A. Klein,
State Highway Engineer

By

H. B. Claisyer,
Chief Clerk.

JS

NOTED
H. B. CLAISYER

FORM 88 ASCR 500 3-26

COMMISSIONERS
WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
GRANTS PASS, OREGON

P.R. 127C

December 15th, 1926.

DEC 16 1926

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:-

Following are the prices for comparison of bids on the Hayes' Hill-Shattuck Corner section:

1.	Clearing and grubbing							$10,000.00
2.	Common Excavation, 97,000 cubic yards @ .40							38,800.00
3.	Solid rock excavation, 71,000 cu. yds. @ .80							56,800.00
4.	Overhaul, 340,000 cu. yds. @ .06							20,400.00
5.	Class "A" concrete, 240 cu. yds. @ 23.00							5,520.00
6.	Class "C" " 20 cu. yds. @ 23.00							460.00
7.	Metal reinforcement, 22,000 cu. yds. @.08							1,760.00
8.	Lumber and timber in flumes, 17 M F.B.M. @ 50.00							850.00
9.	Rock or gravel bank fill, 600 cu. yds @ 3.00							1,800.00
10.	6" porous drain tile, 5000 lin. ft. @ .50							2,500.00
11.	12" concrete culvert pipe, 800 lin. ft. @ 1.20							960.00
12.	18" " " " 1500 lin. ft. @ 2.30							3,450.00
13.	24" " " " 700 lin. ft. @ 3.00							2,100.00
14.	30" " " " 400 " " @ 4.00							1,600.00
15.	18" " siphon " 260 " " @ 3.00							780.00
16.	24" " " " 60 " " @ 4.00							240.00
								148,020.00
							10% engineer	14,802.00
								162,822.00

Force Account:

1. Moving fences, building, etc.	1,500.00
2. Extra clearing	1,000.00
3. Water truck two months	1,200.00
	$166,522.00

Yours truly,

WM. E. CHANDLER
Division Engineer

WEC/F

CONTRACT #1074, 1101,
1188,

PR 117-F Springfield-Cogswell Hill 1929

[redacted]

1074, 1101, 1168

RECEIVED
APR 9 - 1956
FOR FILING

PR-117F
1188

April 6, 1956

Mr. J. E. Smith
2751 Orchard Street
Corvallis, Oregon

Dear Mr. Smith:

Following our telephone conversation of this morning we find that our records show that the paving on the Corvallis-Newport Highway between Philomath and Corvallis was performed under our Contract No. 1188, awarded to F. J. Kernan. The contract was completed June 3, 1931.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Cuery, Assistant Secretary

FQ:jmc

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our check of the final voucher for Oregon F.A.P. 117-F, submitted in the amount of $9,908.48, shows that the proration of the item "Preparation of Base" is based on the actual length of the work done under this contract, 4.741 miles. The contractor was paid on the basis of 4.7 miles. As the proration to secure the portion eligible for Federal Aid should be based upon the amount of work for which the contractor was paid, the voucher has been reduced, and will be recommended for payment in the amount of $9,905.92.

The original plans called for the construction of bituminous macadam over the entire project. Only 3.894 miles of bituminous macadam were constructed, the remainder of the project being given a light oil treatment by State Forces, without Federal Aid. In view of this change, we cannot forward the final voucher until we have received a formal request for the approval of a change in the type of improvement over the remainder of the project, 3.504 miles. The excess funds obligated by the project agreement will then be released upon the payment of the final voucher.

The total actual cost and the Federal Aid for the two types have been determined by proration. They are as follows:

Type	Total Actual Cost	Federal Aid
Fine Crushed Gravel	$ 60,606.44	$ 31,078.71
Cr.Stone Bituminous Macadam	92,366.26	47,365.00

Very truly yours,

W. H. LYNCH
District Engineer

8-8

#1188
20BB

PR 1177

July 22, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs:

This is to acknowledge receipt of your letter of the 20th instant in which you inclose three certified copies of the notice of claim filed by Hon. Arthur Clarke, Attorney, in behalf of his client Frank M. Bullis for materials and labor furnished in the sum of $2,074.24 in connection with the Eugene Oiling Project, contract no. 1188, which was awarded to F. J. Kerman.

We are today forwarding copies of this supplementary notice of claim to the contractor and the surety on the bond.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW

July 22, 1931

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim which has been filed by the Hon. Arthur Clarke, Attorney, in behalf of his client Frank M. Ballis for materials and labor furnished in the sum of $2,074.24 in connection with the contract awarded to F. J. Kerman for the Eugene Oiling Project, contract no. 1188.

This is a supplementary notice given for the purpose of correcting and making more definite and certain the notice heretofore filed with the Secretary of State.

This notice is given you since you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW
Inc.

cc F. J. Kerman
913 Porter Building
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

July 20, 1931

Oregon State Highway Commission
Oregon State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Hon. Arthur Clarke, Attorney, P. O. Box 38, Corvallis, Oregon, and filed as of July 17th a Supplementary Notice of Claim by Frank M. Bullis, for materials and labor furnished in the sum of $2,074.24, all as shown by Exhibit "A" attached to Notice of Claim of Frank M. Bullis filed with the Secretary of State on May 29, 1931, against the bond taken from F. J. Kernan, principal, and the U. S. Fidelity and Guaranty Company, surety, for State Highway construction on the Santiam, Pacific, Corvallis-Newport and other Highways in Linn, Marion, Benton and Lane Counties, Eugene Oiling Project Section 1930, Project No. 1271, contract No. 1188.

We are enclosing herewith a certified copy of the supplementary notice of claim, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

RECEIVED
JUL 20 1931

COPY

SUPPLEMENTARY NOTICE OF CLAIM OF FRANK M. BULLIS, Project No. 1271, Contract No. 1188 (Under Section 67-1101, Oregon Code 1930.)

TO THE STATE OF OREGON,
TO THE STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN, That the undersigned, Frank M. Bullis, doing business under the assumed name and style of East Side Sand and Gravel Co., has a claim for materials and labor provided and furnished in the sum of Two Thousand Seventy-four Dollars and Twenty-four Cents ($2,074.24), all as shown by Exhibit "A" attached to Notice of Claim of Frank M. Bullis filed with the Secretary of State of the State of Oregon May 29, 1931, and by this reference made a part hereof, against the bond taken from F. J. Kernan as principal and the U. S. Fidelity and Guaranty Company, a corporation, as surety, for State Highway construction on the Santiam, Pacific, Corvallis-Newport and other Highways in Linn, Marion, Benton and Lane Counties, Eugene Oiling Project Section 1930, Project No. 1271, Contract No. 1188, contract awarded April 30, 1931, said materials and labor having been provided and furnished to, and at the special instance and request of, F. J. Kernan, and were used in the prosecution of that portion of said work designated in said contract as Section No. 3, which section extends from mile post 51.34, at the junction of the Corvallis-Newport Highway with the Alsea Highway immediately west of the town of Philomath, to mile post 56.65, at the west corporate limits of the City of Corvallis. (The work to be done on this section consisting of the construction of 2.01 miles of crushed gravel resurfacing between mile post 51.34 and mile post 53.35, and the construction of 5.31 miles of Bituminous macadam wearing suffface, the Bituminous macadam wearing surface extending over the entire length of the section.)

This supplementary notice is given for the purpose of correcting and making more definite and certain the notice heretofore and on the 29th day of May, 1931, filed with the Secretary of State of the State of Oregon by the undersigned, and as a part thereof.

Dated this 16th day of July, 1931.

FRANK M. BULLIS

Endorsed: File No. 950
Filed July 17, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of supplementary notice of claim by Frank M. Bullis for materials and labor provided and furnished in the sum of $2,074.24, all as shown by Exhibit "A" attached to Notice of Claim of Frank M. Bullis filed with the Secretary of State on May 29, 1931, against the bond taken from F. J. Kernan, principal, and the U. S. Fidelity & Guaranty Company, surety, for State Highway construction on the Santiam, Pacific, Corvallis-Newport and other Highways in Linn, Marion, Benton and Lane Counties, Eugene Oiling Project Section 1930, Project No. 1271, Contract No. 1188, with the original supplementary notice filed in the office of the Secretary of State on July 17, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 20th day of July, A. D. 1931.

Hal E. Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of supplementary notice of claim by Frank M. Bullis for materials and labor provided and furnished in the sum of $2,074.24, all as shown by Exhibit "A" attached to Notice of Claim of Frank M. Bullis filed with the Secretary of State on May 29, 1931, against the bond taken from F. J. Kernan, principal, and the U. S. Fidelity & Guaranty Company, surety, for State Highway construction on the Santiam, Pacific, Corvallis-Newport and other Highways in Linn, Marion, Benton and Lane Counties, Eugene Oiling Project Section 1930, Project No. 1271, Contract No. 1188, with the original supplementary notice filed in the office of the Secretary of State on July 17, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 20th day of July, A. D. 1931.

Hal E. Hoss

Secretary of State

#1188
20BB

OFFICE PHONE ATWATER 2055

F. J. KERNAN

GENERAL CONTRACTOR

ROAD BUILDING — DREDGING — BARGING

813 A PORTER BUILDING

PORTLAND, OREGON

PR1177

June 3, 1931.

Hal E. Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir:

Today I have received from the Secretary of Oregon Highway Commission, copy of papers covering claim of Frank M. Bullis , against contract 1188. This claim is an unjust one, however one which will be adjusted by Mr. Bullis, the Bonding Company and myself.

Yours very truly,
F. J. KERNAN,

By_____

CC to

Mr. H. B. Claisyer,
Secretary of Oregon State Highway Commission,
Salem, Oregon.

RECEIVED
JUN 4 1931
OREGON
STATE HIGHWAY COMMISSION

#1101
20 PH-1

PC 117

June 3, 1931

American Surety Company of New York,
W. J. Lyons, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1101 for the construction of the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County, consisting of 7.40 miles of grading has been completed by the contractors, Cochran Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 15th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the abovecontractors in connection with this contract including the final payment will be $55,323.87. Of this amount $179.37 was for force account work.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1188
2088

PRINT

June 2, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs

This is to acknowledge receipt of your letter of the 29th ultimo in which you inclose three copies of the notice of claim filed in your office by Arthur Sloan, Attorney, Corvallis, Oregon for his client Frank M. Ballis for labor and materials furnished in the sum of $2,074.24 to F. J. Kernan in connection with the contract awarded to Mr. Kernan for the Eugene Oiling Project, contract no. 1180.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

June 2, 1931

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim filed in the office of the Secretary of State by Arthur Clarke, Attorney, Corvallis, Oregon, for his client Frank M. Bullis, being a claim in the sum of $2,074.24 for labor and materials furnished in connection with the contract awarded for the Eugene Offing Project, contract no. 1138 which was awarded to F. J. Kernan.

This information was given you since you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.
cc F. J. Kernan
913 A. Porter Bldg.
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

May 29, 1931

Oregon State Highway Commission
State Office Building

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Hon. Arthur Clarke, Attorney, Corvallis, Oregon, and filed as of this date a notice of claim by Frank M. Bullis for labor and materials furnished in the sum of $2,074.24 against the bond taken from F. J. Kernan as principal, and United States Fidelity & Guaranty Company, surety, for work on the Corvallis-Newport Highway, contract No. 1188, Section 3, job prefix 20BB.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc

RECEIVED
JUN 8 1931
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON, }
County of Benton. } ss.

AFFIDAVIT UNDER SECTION 67-1101 OREGON CODE, 1930

I, the undersigned, Frank M. Bullis, being first duly sworn, do on oath depose and say: That at all the times hereinafter mentioned I was, and now am, doing business under the assumed business name and style of East Side Sand & Gravel Co.; that on and between the 15th day of August, 1930, and the 10th day of November, 1930, both inclusive, I furnished to F. J. Kernan labor and materials of the reasonable werth and value of $12,028.65, which were used in the prosecution of certain work then being performed on the Corvallis-Newport Highway in said state by said F. J. Kernan under and pursuant to the terms and provisions of a certain contract theretofore entered into by and between the State Highway Commission of said state and said F. J. Kernan, which said contract was awarded April 15, 1930, and being contract No. 1188, Section 3, Prefix No. 20BB, and which said labor and materials so furnished and supplied were used to prosecute said work on said highway and that no part of said sum has been paid except the sum of $10,754.41; that by reason thereof there remains unpaid the sum of $2,074.24.

FRANK M. BULLIS

Subscribed and sworn to before me this 27th day of May, 1931.

LESTER G. OEHLER
Notary Public for Oregon
My commission expires:
November 26, 1933 (SEAL)

Endorsed: File No. 950
Filed May 29, 1931
HAL E. HOSS,
Secretary of State.

NOTICE OF CLAIM OF FRANK M. BULLIS
Contract No. 1188, Section 3, Prefix No. 2088
(Under Section 67-1101, Oregon Code 1930)

TO THE STATE OF OREGON AND
TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Frank M. Bullis, doing business under the assumed name and style of East Side Sand & Gravel Co., has a claim for materials and labor provided and furnished in the sum of $2074.24, all as shown by Exhibit "A", hereunto attached and by this reference made a part hereof, against the bond taken from F. J. Kernan as principal and the United States Fidelity & Guaranty Company, a corporation, as surety, for the work of resurfacing the Corvallis-Newport Highway, Contract No. 1188, Section 3, job prefix 2088, contract awarded April 18, 1950, said materials and labor having been provided and furnished to, and at the special instance and request of, F. J. Kernan in the prosecution of said work.

Dated May 27, 1951.

FRANK M. BULLIS
FRANK M. BULLIS, Claimant

Endorsed: File No. 950
Filed May 29, 1951
HAL E. HOSS,
Secretary of State.

EXHIBIT "A"

STATEMENT OF ACCOUNT

FRANK M. BULLIS

In Account with F. J. KERNAN

CHARGES

6929½ yds. crushed gravel sold and delivered at $1.60 (Schedule 1)			$ 11,087.20
27 yds crushed gravel sold at $.85			22.95
1570 yds filler gravel sold and delivered at $.95 (Schedule 2)			1,501.50
Moving extra dirt on super, 25 hrs at $5	$69.00		
Plus 10%	6.90		75.90
Labor furnished by Bullis to Kernan (Schedule 3)			320.85
TOTAL CHARGES			$ 12,808.40

CREDITS

Credits by Payments			
Sept. 3, 1930	$ 500.38		
Oct. 17, 1930	4,514.98		
Nov. 8, 1930	2,730.20		
Feb. 6, 1931	850.77		
Feb. 28, 1931	1,208.08	9,584.41	
Credit for rental of Kernan's machinery (Schedule 4)		1,145.50	
Credit for wages advanced by Kernan for Bullis employee		4.25	
TOTAL CREDITS			10,734.16
Balance due Bullis			$ 2,074.24

SCHEDULE #1

Statement showing amount of crushed gravel sold and delivered by Frank M. Dallis to F. J. Kornas and used in prosecution of work of resurfacing Cornwallis-Newport Highway, Contract #1168, Section 5, Prefix # 2082.

Date Delivered		Cubic Yards
August	13, 1930	142
"	14	175
"	15	141½
"	16	154½
"	18	186½
"	19	185½
"	20	258
"	21	244
"	22	200½
"	25	64½
"	26	181½
"	29	150
"	30	196
September	2	222
"	3	582
"	4	284
"	5	305
"	6	291
"	8	249
"	9	205
"	10	242
"	11	185
"	12	150
"	15	211
"	15	250
"	16	224
"	17	257
"	18	246
"	19	559
"	20	180
"	21	27
"	24	53
"	25	67
"	26	12
October	23	66
"	24	53
"	31	117
November	1	155
"	10	27
Total Cubic Yards Crushed Gravel Sold and Delivered		6929½
Agreed and reasonable value per cubic yard,		1.60
Total value crushed gravel sold and delivered		$11,087.20

SCHEDULE #2

Statement showing amount of filler gravel sold and delivered by Frank M. Ballis to F. J. Kerman and used in prosecution of work of resurfacing Corvallis-Newport Highway, Contract #1188, Section 3, Prefix #2088.

Date Delivered		Cubic Yards
August	26, 1950	60
"	27	27
"	28	278
"	29	25
"	30	78
September	2	27
"	3	45
"	4	65
"	5	31
"	6	57
"	8	45
"	9	56
"	10	48
"	11	45
"	12	18
"	15	53
"	15	39
"	16	69
"	17	65
"	18	69
"	19	57
"	20	81
"	23	59
"	24	57
"	26	18
Total cubic yds. filler gravel sold and delivered		1570
Agreed and reasonable value per cubic yard,		$ .95
Total value filler gravel sold and delivered		$1501 .50

SCHEDULE #5

Statement showing labor furnished by Frank M. Bullis to F. J. Kerman in prosecution of work of resurfacing Corvallis-Newport Highway, Contract #1188, Section 5, Prefix #2SSB.

Date	Hours worked	Rate	Amount
August 3, 1950	5	.45	2.25
" 4	6	.40	2.40
" 5	5	.45	2.25
" 5	4	.80	3.20
" 6	5	.40	2.00
" 6	5	.80	4.00
" 7	5	.40	2.00
" 7	5	.80	4.00
" 8	5	.45	2.25
" 8	6	.90	5.40
" 9	6	.45	2.70
" 9	2½	.90	2.25
" 11	5	.45	2.25
" 11	5	.90	4.50
" 12	6	.45	2.70
" 12	5	.90	4.50
" 13	6	.45	2.70
" 13	5	.90	4.50
" 14	6	.45	2.70
" 14	6	.90	5.40
" 15	6	.45	2.70
" 15	5	.90	4.50
" 16	6	.45	2.70
" 16	5	.90	4.50
" 18	6	.45	2.70
" 18	5	.90	4.50
" 19	6	.45	2.70
" 19	5	.90	4.50
" 20	7	.45	3.15
" 20	8	.90	7.20
" 21	5	.45	2.25
" 21	5	.90	4.50
" 22	6	.45	2.70
" 22	4	.90	3.60
" 27	4	.45	1.80
" 27	4	.90	3.60
" 28	4	.45	1.80
" 28	6	.90	5.40
" 29	6	.45	2.70
" 29	4	.90	3.60
" 30	6	.45	2.70
" 30	3	.90	2.70

Date		Hours worked	Rate	Amount
September	2, 1950	8	.45	3.60
"	2	4	.90	3.60
"	3	8	.45	3.60
"	4	4	.90	3.60
"	4	8	.45	3.60
"	4	4	.90	3.60
"	5	8	.45	3.60
"	5	4	.90	3.60
"	6	8	.45	3.60
"	6	4	.90	3.60
"	8	8	.45	3.60
"	8	3	.90	2.70
"	9	8	.45	3.60
"	9	4	.90	3.60
"	10	6	.45	2.70
"	11	8	.45	3.60
"	11	4	.90	3.60
"	12	8	.45	3.60
"	12	4	.90	3.60
"	13	8	.45	3.60
"	13	4	.90	3.60
"	13	8	.45	3.60
"	13	4	.90	3.60
"	14	8	.45	3.60
"	16	4	.90	3.60
"	17	8	.45	3.60
"	17	4	.90	3.60
"	18	8	.45	3.60
"	18	4	.90	3.60
"	19	8	.45	3.60
"	19	5	.90	4.50
"	20	8	.45	3.60
"	20	5	.90	4.50
"	21	8	.45	3.60
"	21	4	.90	3.60
"	23	8	.45	3.60
"	23	4	.90	3.60
"	24	8	.45	3.60
"	24	4	.90	3.60
"	25	8	.45	3.60
"	25	4	.90	3.60
"	26	8	.45	3.60
"	26	4	.90	3.60
"	27	8	.45	3.60
"	27	4	.90	3.60

Total labor furnished by Frank M. Bullis to F. J. Kernan, $320.85

SCHEDULE #4

Statement showing amounts due F. J. Kernen from Frank M. Bullis for rental of machinery used in prosecution of work of resurfacing Corvallis-Newport Highway, Contract #1168, Section3, Prefix #2SB.

Austin Speeder

Date Used	Hours Used	Rate	Amount
August 8, 1930	6	$5.00	
" 9	6		
" 10	10		
" 11	4		
" 12	2		
" 15	6		
" 14	8		
" 15	8		
" 16	5		
Total	65		$249.00

Boat 36

Date Used	Hours Used	Rate	Amount
August 18, 1930	8	$5.00	
" 19	8		
" 20	8		
" 21	12		
" 22	11		
" 27	8		
" 28	13		
" 29	11		
" 30	10		
Sept. 2	10		
" 3	8		
" 4	8		
" 5	6		
" 8	6		
" 9	8		
" 10	8		
" 11	8		
" 12	8		
" 13	8		
" 15	8		
" 16	8		
" 17	8		
" 18	8		
" 19	7		

DEPUTY

Rent #2 (Cont.)

Date Used	Hours Used	Rate	Amount
Sept. 20	10	$8.00	
" 21	10		
" 23	9		
" 24	10		
" 25	8		
" 26	8		
" 27	8		
Total	250		$780.00

Rent #2

Date Used	Hours Used	Rate	Amount
August 16, 1930	4	$2.50	
" 18	8		
" 19	6		
" 30	3		
" 28	8		
Total	29		$ 72.50

State Crane

Date Used	Shifts Used	Rate	Amount
August 28, 1930	1	$15.00	
" 29	1		
" 30	1		
Total	3		$ 45.00

Roller

Date Used	Hours Used	Rate	Amount
Sept. 20, 1930	1	$8.00	
" 21	4		
" 25	2		
" 29	2		
Total	9		$ 27.00

Total Credits for rental of Kernan's machinery, $1,145.50

DEPUTY

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Frank M. Bullis for labor and materials furnished in the sum of $2074.24 against the bond taken from F. J. Kernan, principal, and United States Fidelity and Guaranty Company, surety, for work of resurfacing the Corvallis-Newport Highway, contract No. 1188, Section 3, prefix 20BB, with the original notice filed in the office of the Secretary of State on May 29, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 1st day of June, A. D. 1931.

Hal E. Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Frank M. Bullis for labor and materials furnished in the sum of $2074.24 against the bond taken from F. J. Kernan, principal, and United States Fidelity and Guaranty Company, surety, for work of resurfacing the Corvallis-Newport Highway, contract No. 1188, Section 5, prefix 20BB, with the original notice filed in the office of the Secretary of State on May 29, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 1st day of June, A. D. 19 31

Hal E. Hoss

Secretary of State

BY C. Newbury DEPUTY

FORM S-S-1 9-20048 500 1-51

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

1 K 117 F

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

April 8, 1951

NOTED
State Highway Engineer

Mr. P. J. Hansen
615 Porter Bldg.
Portland, Oregon

File 20 DE

Dear Sir:

Your letter of April 1 received regarding final estimate and acceptance of Eugene Oiling Project, contract #1188. In order to clear up any misunderstanding concerning completion of the Corvallis-Philomath unit, will review the reasons for and correspondence leading up to and following an agreement between yourself, Mr. Baldock and myself, reached in this office on or about January 20, 1951.

1. On October 18, 1950, you asked the Oregon State Highway Commission to release you from completing the Eugene Oiling Project.

2. After several conferences, on or about January 20, 1951, you and your Mr. Hansen, Mr. Baldock and myself met in this office and proceeded to figure up the cost of completing the 1.5 miles of bituminous macadam in Philomath. Our estimate of the cost for the State to complete this work on the basis of the crushed gravel being furnished by you to the State without cost, in stock piles at Corvallis, was as follows:

Supervision (Foreman and Timekeeper)	$ 75.00
Prep. of Base, 1.5 miles at $150 per mile	225.00
Placing 1555 cu.yds. crushed gravel at $1.25	1,956.25
Loading and hauling crushed gravel, 8700 c.y. at 20¢	1,725.00
112 tons E asphalt in place, at $27 per ton	3,024.00
Moving and setting up	225.00
Contingencies and weather delays	300.00
	$ 7,595.25

Contract prices were as follows:

Preparation of grade, 1.5 mi. at $250 per mi.	$ 525.00
1555 cu.yds. crushed gravel in place, at $2.50	3,599.50
112 tons Asphalt in place, at $51 per ton	5,472.00
	$ 7,596.50

Taking the rock alone, it appeared that you would receive from the State approximately $3600 for placing the mineral aggregate and that this was approximately equal to the cost of loading, hauling

OREGON STATE HIG

from Corvallis and placing this material, indicating that the price bid for this job was not sufficient to allow any pay for the rock in stock pile. Therefore, if you were to complete this job, you would suffer a loss on this item equal to the price paid for the rock now in stock pile and the State could not complete this job for you unless the rock is furnished in stock pile at Corvallis without charge. As you know, your price bid for rock on this section was much below that bid by other contractors, and this item alone made you the low bidder for the entire contract. The piles at Corvallis were afterwards measured and it was found there was sufficient rock there for all except the 3/4" - 1/2". Sonecus will be required to purchase approximately 165 yards additional of this to complete the job. The railroad company also insists on rental for the use of the depot grounds on which the stock pile is made at $5.00 per month, from January 20, 1951.

3. Mr. Baldock and I have clearly in mind that at this conference, you asked the State to finish this job and agreed to give us free the crushed gravel stock piled at Corvallis. In order to get this understanding down in writing, on January 20, 1951, I wrote you ***** When you were in talking to Mr. Baldock, you stated that you had about 1500 yards and on figuring this up, the proposition agreed upon was that you were to furnish us a good title to this rock without cost, for which we were to final the job and relieve you of further work on it. It will cost the State to complete this part of your contract more than the contract price, even though you furnish us this material at Corvallis without cost to us, but we are willing to go ahead with it as agreed. *****"

4. On January 24 you answered accepting general terms of my letter of January 20, and requesting early payment on a semi-final. This semi-final voucher was mailed to you January 28th, and on the 29th I recommended to Mr. Klemmedt in view of your abandoning certain claims previously [illegible] ur time for completion of the contract be extended to [illegible] date of completion without engineering penalties and cos[illegible] flagmen and pilot cars outside of regular working hours. Yo[illegible] also sent a bill of sale in which you were to transfer this l[illegible]c yards of crushed gravel to the Highway Commission for the nom[illegible] of $1.00.

5. Your letters of March 16th was our first indication that you did not have the same understanding we had and that the correspondence indicated. It is customary to make advances to the contractor

for materials on hand, and as these materials are incorporated in the work, payment is made for them at contract prices and advances previously made are, of course, deducted. This has been done in the case of your final estimate. The gravel was to be furnished free to the State and the advance previously made deducted. Under our analysis of the cost for the State to complete this job, we can not pay you anything for the gravel at Corvallis.

While we think a clear understanding was reached January 20 and that the correspondence quoted above clearly indicates this, still if you wish to complete this unit, you may proceed to do so. It is necessary, however, for us to know your intentions and we, therefore, request that within ten days you either sign the bill of sale for the gravel, transferring it to the State for the nominal sum of $1.00, or indicate that you will proceed to complete this section at contract prices as soon as the weather will permit, which will probably be in July. Under either procedure the advance heretofore paid for material in stock pile must be deducted.

Unless we hear from you within ten days we will assume you intend to complete this section, and will cut it out of the schedule for our oiling program.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein ✓
cc R.H.Baldock
cc S.H.Probert

PR 117 F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

March 9, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 7, 1931, requesting approval of a change in Federal Aid Project No. 117-F by delaying the construction of the bituminous macadam between Stations 273 and 455, and releasing the contractor from the performance of that section of the work.

We are today recommending for approval the change in plans outlined in your letter above referred to.

Very truly yours,

W. H. LYNCH
District Engineer

FR 1178

March 7, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Reference is made to the Springfield-Cogswell Hill Project (Federal Aid Project No. 117-F).

On the portion of the project which is between Stations 423 and 456, the newly constructed grade and the newly constructed surfacing are not yet fully settled and stablized. For that reason, it appears inadvisable to place the bituminous macadam wearing surface on that part of the project this year as was originally intended.

We, therefore, request your approval of our delaying the construction of the wearing surface on that portion of the project until 1932, and of our releasing the contractor from the performance of that part of the work.

We propose to apply a light oil treatment to protect the surfacing until the bituminous macadam wearing surface can be placed, the applying of the light oil treatment to be done by state forces as a non-participating item.

If any further action on our part is necessary at this time, please advise.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

PR117F

Feb. 20, 1931.

Mr. F. J. Kernan,
c/o Imperial Hotel,
Portland, Oregon.

Dear Sirs

Reference is made to your letter of February 5th, addressed to Division Engineer E. A. Collier. In this letter, you request certain information pertaining to the bituminous cement used in connection with the Eugene Oiling Project.

Our letter of August 20th, a copy of which is enclosed herewith, covers fully the matter referred to in the first paragraph of your letter.

To provide you with the information requested in the second paragraph of your letter, we are submitting herewith a statement in which are shown the shippers weights for all cars of bituminous cement delivered for the work, together with the weights for which payment either has been allowed or will be allowed in your final estimate.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:l

cc to F. J. Kernan,
Reedsport, Oregon.

encl.

RECORD OF BITUMINOUS CEMENTS USED ON EUGENE OILING PROJECT

1. ASPHALT

Car No.	Shippers Weight Tons	Weight Allowed Tons	Remarks
UTLX 61046	38.94	38.94	Corvallis-Philomath Section
" 61827	37.75	37.75	" " "
" 61122	38.10	38.10	31.434 tons Corvallis-Philomath Section
			6.666 " McKenzie Highway
SOCX 1254	40.15	40.15	Corvallis-Philomath
" 1225	40.18	39.980	32.306 tons Corvallis-Philomath
			7.674 " McKenzie Highway
			0.200 " Wasted
SOCX 1248	40.16	35.71	3.86 tons used contrary to orders
			0.59 " wasted
			35.71 " Corvallis-Philomath
UOCX 10460	40.71	40.71	Corvallis-Philomath
SOCX 1257	40.20	40.20	Santiam Highway
" 1254	39.45	39.45	" "
" 1246	40.05	40.05	" "
" 1106	32.25	32.25	" "
" 1253	39.24	39.24	" "
" 1200	39.78	39.78	" "
" 1118	32.11	32.11	" "
" 1254	40.75	40.75	" "
" 1251	41.00	41.00	" "
" 1242	40.57	40.57	" "
" 1248	39.57	39.57	" "
" 1219	40.97	40.97	" "
" 1256	39.80	39.80	" "
" 1227	39.96	39.96	" "
" 1254	39.79	38.79	22.59 tons Santiam Highway
			17.20 " Salem-Halsey
			1.00 " City of Lebanon
UOCX 10457	39.05	39.05	Santiam Highway
" 10438	40.04	40.04	" "
SOCX 1249	39.65	39.65	Salem-Halsey
" 1104	31.74	31.74	" "
" 1106	32.40	32.40	" "
" 1255	40.10	40.10	McKenzie Highway
" 1254	40.51	40.51	" "
" 1105	31.50	31.50	" "
UOCX 10481	39.44	39.44	" "
" 10457	38.55	38.55	" "
" 10525*	40.90	17.587	" " Bal. paid for as No.5 Oil
" 8082	31.06	31.06	" "
UTLX 61817	37.90	37.90	" "
	1344.000*	1315.057	

* Includes 25.515 tons of asphalt paid for as No. 5 Oil.

II. GASCO (USED ON SALEM-HALSEY SEC.)

Car No.	Shippers Weight Tons	Weight Allowed Tons	Remarks
QTX 2126	47.655	47.655	
" 2067	47.530	46.500	Some sold to Linn County.
" 2079	47.855	47.640	Some wasted. Weights allowed based
GATX 9251	48.145	37.950	on oil tickets without any deductions
" 7000	38.475	34.960	for increased volumes due to high dis-
	229.660	214.705	tribution temperatures.

III. COLAS (USED ON SALEM-HALSEY SEC.)

COLX 1069	41.94	40.91	1.03 wasted

IV. NO. 5 ROAD OIL

SOCX 10092	39.502	39.502	Willamette Highway
SOCX 10096	39.965	39.965	" "
SOCX 1106	51.512	51.512	0.27 tons Willamette Highway
			51.242 tons McKenzie Highway
UOCX 10525	Asphalt	25.515	" "
SOCX 1105	51.502	51.502	" "
UOCX 10454	38.720	38.72	" "
UOCX 10411	38.979	13.094	Balance barrelled. Paid for at
	220.171	217.608	$16.10 per ton

PHIL. METSCHAN
PRESIDENT

THE HOUSE OF PERSONAL SERVICE

OTTO W. METSCHAN
ASST. MANAGER

PR # 117 F

Imperial Hotel

Portland, Oregon

February 5th, 1931.

Mr. A. E. Collier, Division Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Collier:

Ref - File 20BB

Please refer to Semi Final Estimate #6 on the Eugene Oiling Project with special reference to the unit price given for #2 Gasco tar in place. In the estimate the unit price is shown as $32.50 whereas Price Agreement dated July 18th, having special reference to Gasco for Section II, provides for a unit price of $33.50. Please make the correction prior to issuance of final, or in lieu thereof, get me straightened out on the matter.

Letter of Aug. 30, 1930

With reference to asphalt and oil volumes, it appears there is some little discrepancy in your favor over and above the volumes purchased. I am under the impression that final payment was to be made on binders, based on the actual volumes purchased less unwarranted losses. This was discussed in Salem some time ago. If possible I would like to receive an itemized statement of volumes, based on the method used to establish same.

Very truly yours,

FRANK J. KERNAN.

By F.J.K.

#1101
Lane Co
PR1172

January 6, 1931

American Surety Company of New York,
W. J. Lyons, Manager,
820 Yeon Building,
Portland, Oregon.

Attention: W. Cody.

Gentlemen:

Receipt is acknowledged of your letter of the 5th instant concerning the Cochran Construction Co. contract No. 1101 - Springfield-Cogswell Hill surfacing in Lane County.

Please be advised that a total of $33,684.15 has been paid on this contract to date. The retained percentage is $1,859.72. Final payment will not be made until sometime in the spring as there remains a small amount of work to be performed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B Olmsyer,
Secretary.

Dict. by J. McFarland.

#1101

American Surety Company
of New York

COMPANY'S
HOME OFFICE BUILDING

RECEIVED
JAN 1931
STATE OREGON
HIGHWAY COMMISSION

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE AT 9438
PORTLAND, ORE..

January 5th,1931

RE: 74114-D COCHRAN CONSTRUCTION Co. to STATE OF OREGON
7.4 miles of crushed gravel surfacing-McKENZIE HIGHWAY in
Lane County, Oregon-SPRINGFIELD-COGSWELL HILL SECTION
Contract No. 1101

Mr. Roy A. Klein,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

ATTN: Mr. H. B. Glaisyer,
Chief Clerk

Dear Sir:-

We would thank you very kindly to inform us whether or not the above described contract has been completed and accepted by the Oregon State Highway Commission together with the amount paid the contractor.

If the contract has not yet been completed, we will appreciate the favor if you will advise us as to the present status of the contract as well as the retained percentage.

Yours very truly,

N. Cody

N. CODY
SECRETARY

#1118

PR 1178

December 15, 1930

A. C. Mathews
Eighth Avenue and Franklin Boulevard
Eugene, Oregon

Dear Sir:

This will acknowledge receipt of your letter of the 12th instant in which you advise us of your claim in the sum of $491.60 aginst F. J. Kerrum, being for crushed rock furnished Mr. Kerrum in connection with the contract awarded to him by the State Highway Commission, known as the Eugene Oiling Project, state highway contract #1188.

You are familiar with the practice of the Highway Commission and the requirement that the successful bidder furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond is offered to you for the protection of your claim, and it was written by the United States Fidelity & Guaranty Company, for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with the agent of the bonding company. If you secure no satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:W

December 15, 1930

United States Fidelity & Guaranty Co.
1205 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

This letter is to inform you that we have received a communication from A. C. Mathews, owner of the Willamette Sand and Gravel Works of Eugene, Oregon, in which he advises that he has a claim against F. J. Kernan for crushed rock furnished to Mr. Kernan in connection with the contract awarded to him, known as the Eugene Oiling Project, state highway contract #1168. The amount of the claim is $491.80.

This information is given you as you appear as surety on the bond furnished by Mr. Kernan in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HHBG:W

cc F. J. Kernan
Reedsport, Oregon

Cont. #1187

WEIGHTS—Per Cubic Yard

Sand, wet	2610 lbs.
Three-eighths Gravel	2590 lbs.
Pea Gravel	2774 lbs.
Coarse Gravel	2580 lbs.

A. C. MATHEWS
Willamette Sand and Gravel Works
General Contracting, Teaming of All Kinds

EUGENE, OREGON

Dec 12" 1930

Oregon State Highway Dept.

Salem, Oregon.

Gentlemen-

Please be apprised of the fact that Mr F. J. Kerrem, Contractor, owes a balance in the amount of $491.30 on account of crushed rock shipped to Corvallis, Ore, during the months of July and August to be used in State Highway construction work out from that point, with request that your commission protect writers interest herein and oblige,

Yours truly,

A. C. Mathews

c

DEC 1

ANSWERED
H. B. C.

#1188
20BB

PR1177

November 17, 1930

United States Fidelity & Guaranty Co.
Walter P. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Mr. Fred A. Harms, proprietor of the Highway Garage, Jefferson, Oregon in which he advises us of his claim in the sum of $5.25 against F. J. Kerman. This matter is referred to you as you appear as surety on the bond furnished by Mr. Kerman in connection with his contract for the Eugene Oiling project, state highway contract #1188.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Slaiger
Chief Clerk

HBC:W
Inc.

cc F. J. Kerman
Reedsport, Oregon

November 17, 1930

Mr. Fred A. Barna, Prop.
Highway Garage
Jefferson, Oregon

Dear Sir:

We acknowledge receipt of your letter of recent date in which you advise us of your claim in the sum of $5.25 against F. J. Kernan.

We do not know whether or not your claim is covered by the bond furnished by Mr. Kernan in connection with his state highway contract but we would suggest that you file a notice of your claim with the surety on his bond. The bond furnished by Mr. Kernan in this instance was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon. It may be that you can secure satisfaction by taking the matter up with the bondingcompany. If you do not secure satisfaction there and still wish to go further you can file notice with the Secretary of State and file suit against Mr. Kernan's bond. On account of the smallness of your claim we presume that you would not care to go to this expense. In accordance with the usual practice we are today calling this matter to the attention of the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

...ccessories · Gas, Grease and Oils
COMPLETE AUTO SERVICE

JEFFERSON, OREGON

Goodrich Silvertowns

Mr. F. J. Kernan

Reedsport. Ore.

8-15--30	Labor on Radiator		$ 2.50
8-19-30	Adjusting Carb.		.25
	Labor on Packard car		.80
			3.55

This labor was done on his Packard car and Dodge Truck. I have sent him a number of statements but he seems to pay no attention to them. Would like very much if you could give me any assistance in collecting this bill.

Respectfully,
Fred A Burma

ANSWERED
H. B. G.

Statement

CO PRUTT

RTMENT

Y REPORT

NOTED
State Highway Engineer

Date Nov 8,1930, 192...

Nov. 1 to Nov 8

k 204, Eugene

ephone address

ght address

portant developments, instructions to contractor,

ders but on account

actorily and so

n the spring to place

come back in the spring and

h his contract It

al the job. I recommend

pring.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information)

Signed H N Libby

Title Res. Engr.

CO CO PR1178

Form 16—D-12287—434—4-28.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date Nov 8,1930, 192...

Job name Springfield - Cogswell Hill Surfacing Week from Nov. 1 to Nov 8

Mail address Box 204, Eugene

Highway McKenzie Telegraph or telephone address

County Lane Job prefix 20 PH Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor attempted to blade the shoulders but on account of their being soft he could not do the work satisfactorily and so quit. Mr. Walsh estimates that it will cost $1000 in the spring to place shoulders in shape and I the contractor may either come back in the spring and do the work or an agreed amount can be deducted from his contract. It might be better to deduct from the contract and final the job. I recommend that $ 1000 be retained to finish shoulders in the spring.

NOTED
E. A. COLLICH

(See back of this sheet for instructions and detailed information)

Signed A W Libby

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project ~~will be~~ completed about Oct 30, 1930

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Office Phone 41 Night Phone 871

PR 1178

Eugene Office: Bright

November 8, 1930.

Mr. F. J. Kerans,
Reedsport, Oregon.

Dear Sir:

I am enclosing a copy of the bill of October 28th in the amount of $1,318.55 deducted from your estimate.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. E. Probert,
Office Engineer.

Dict. by D. O. DeSart/EB.

encl.

NIGHT PHONE 971

F. J. KERNAN
GENERAL CONTRACTOR
REEDSPORT, OREGON

Nov. 5, 1930.

State of Oregon,
Salem, Ore.

Gentlemen:

Kindly send me copy of your bill of Oct. 28th in the amount of $1318.55. This was deducted from my estimate but I find no copy of the bill was received in my office.

Very truly yours

F. J. KERNAN

#1101
20PH-1
PR1178

November 5, 1930

Mr. W. J. Lyons, Manager,
American Surety Company,
300 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of the 3rd instant concerning the Cochran Construction Co. contract No. 1101 - Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County.

Please be advised that a total of $49,910.35 has been paid on this contract to date. The retained percentage is $3,988.80. This contract is practically complete at this time.

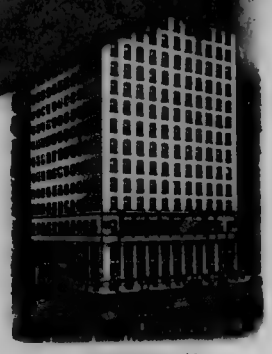
Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.



COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE AT 5436

PORTLAND, ORE..

November 3, 1930

RE: 74114-D COCHRAN CONSTRUCTION CO. to STATE OF OREGON
7.4 miles crushed gravel surfacing, McKenzie Highway in Lane Co. - Springfield Cogswell Hill Section. Contract No. 1101.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We would thank you very kindly to inform us whether this contract has been completed and accepted by the Highway Commission together with the amount paid the contractor.

If the contract is not completed, we would appreciate your advising us in respect to the present status of the contract and the retained percentage.

Yours very truly,

W. J. LYONS
MANAGER

Est. #14

WJL:TG

Gd to Cont. 15 - $49,910.65
Retained $3,925.50 Cont. #179.37
95% Completion Est

FORM 0-0-1 2-10000 1000 4-00

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 117

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

October 29, 1930

Mr. Roy A. Klein
O f f i c e

File 20 BB

Dear Sir:

I have received a copy of F. J. Kernan's letter to the Oregon State Highway Commission asking for a release of his final estimate on the Eugene Oiling Project.

As you know, Mr. Kernan's bid was unbalanced in that his unit cost for rock on the Corvallis-Philomath Section was entirely too low for the class of material specified. He asked for, and received, a change in specifications accompanied with a change in price. This new specification permitted him to build the resurface out of crushed gravel from the Willamette River at Corvallis.

The reason the Corvallis-Newport job was not completed was because he did not start soon enough on it, and by the time he had placed the resurface, the fall rains had started. He calls attention to the oil mat which he scarified off the original road and placed back on the new rock, which then formed a seal on the wet new work and prevented it from drying sufficiently to oil. Had this work been done during the summer time there would have been no difficulty about it drying.

Mr. Kernan, several times during the progress of the work, was urged to expedite matters and finally we asked him to let us take over the entire McKenzie part of his contract, as we had state equipment available at that time to do this part of his contract. This he first agreed to, but the next day refused and instead rented the state equipment and took over our organization; but instead of putting them immediately to work on the McKenzie, proceeded to split up the equipment so that no work was done on the McKenzie for one week after this time. This loss of one week during the cool weather was what put his operations into the fall rains so that all of his job was delayed considerably.

It would appear somewhat unjust to relieve Kernan of completing the unprofitable part of his contract in view of the fact that his bid was unbalanced, in comparison with all other bids for this section. Should the Commission feel like releasing Mr. Kernan from his contract, then the rock at Corvallis should not be taken over at its cost to Mr. Kernan, but at the difference between the

price he bid for this material in place on the road, and the estimated cost to the State of loading, hauling and placing this material next summer.

When a contractor unbalances his bid, either purposely or accidentally, there is no moral obligation on the part of the State to help him out on that particular item.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

5000 4-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
October
29th
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Klein
State Highway Engineer
O f f i c e

Dear Sir:

I note Mr. Kernan's letter of October 18 to you in which he requests that he be released from the Eugene Oiling Project and asks us to take over the rock that he has in stock pile at Corvallis.

I do not believe that we should release him from the job and pay him for this rock without making a detailed investigation of the cost that will be necessary for us to complete the project. As he did not state the price that he wants for this rock, I am unable to arrive at any definite figure but I made a rough analysis of the situation some time ago which indicated that it would be necessary for him to turn over this rock to us without cost for us to finish the job at his contract price.

I would recommend that this be given very careful consideration before Kernan is released.

Yours respectfully,

R. H. Baldock
Assistant State Highway Engineer

RHB/er

NIGHT PHONE 971

F. J. KERNAN
GENERAL CONTRACTOR
REEDSPORT, OREGON

NOTED
State Highway Engineer

OCT 21 1930
OREGON

(Copies made for Messrs. Collier and Baldock)

October 18, 1930

Oregon State Highway Commission
Salem, Ore.

Attn: Mr. Roy Klein

Dear Sir:

I am at this time asking for a release of my final estimate on the Eugene Oiling Project which I completed with the exception of about three miles of non-skid on the East Side Pacific Highway and one mile of B-4 on the Corvallis-Newport Highway.

The non-skid job was not completed on account of the shortage of rock, over which I had no control, and the Corvallis-Newport job was not completed because the road was not packed and dried out sufficiently to permit me to oil. On the Corvallis-Newport Highway, I built a twenty-six foot road instead of an eighteen foot road as called for in the contract and I also built this road heavier and deeper than the specifications called for. I am also calling your attention to the oil mat that I scarified off the original road and placed back on the new rock which was rolled down and formed a seal on the wet new work and prevented it from drying sufficiently to oil. I feel, and I believe you will agree with me, that this road should be turned over to the traffic for the winter or for six months to allow it to settle and pack in order to get a satisfactory oil job. As you know, I held my equipment at Philomath for two weeks waiting for the road to ~~dry~~ pack so that I could complete the job. I am also asking that you take over the rock that I have stored at the Southern Pacific yards in Corvallis which is sufficient to finish the job and is also a great asset to the State to have this rock so conveniently stored at such a reasonable price.

I feel that various conditions that arose during the progress of the Eugene Oiling Project, such as shortage of rock on the Santiam Highway and the East Side Pacific Highway, roadbed conditions on the McKenzie Highway and the Corvallis-Newport Highway, weather conditions, and extra work not called for in the contract, prevented me from completing all of the work. In view of the fact that the Eugene Oiling Project was new work and the supervision was not thoroughly versed with the work, the organization of the job was held up from time to time and did not progress as rapidly as I had expected. You will also recall that different grades of rock in the stock piles on the Santiam and Pacific Highways was not apportioned properly to the amount of road they were to supply rock to and it was necessary on several occasions to move my equipment unnecessarily to get the proper grade of rock to finish the piece of road that I was working on.

Oregon State Highway Comm. Attn: Roy Klein

All of my jobs have proved to be good work and I have at all times tried to build roads to the best of my ability. I have also worked in harmony with your engineers and during the progress of the Eugene Oiling Project willingly made any changes they desired. I believe that you gentlemen will take all of the above conditions under advisement and will see your way clear to grant a release of my final on the Eugene Oiling Project.

With kindest personal regards, I am

Respectfully yours

F J Kuman

FJK:AA

PR 1173

Form 39—D-12387—43M—4-38.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Oct. 25, 1938, 193...

Job name Springfield - Cogswell Mill Surfacing

Week from Oct. 18 to Oct. 25

Mail address Box 204, Eugene

Highway McKenzie

Telegraph or telephone address

County Lane Job prefix 20 PH-1

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Cochran finished placing rock on this job this week

have instructed him to blade shoulders and trim road up neatly

NOTED
E. A. COULER

(See back of this sheet for instructions and detailed information)

Signed A. M. Kinney

Title

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 7.4

Miles completed 7.4

Miles partially done .....

Total cubic yards in project 37,200

Cubic yards produced to date

Average daily yardage produced this week

Top	1336
Base	6908
Sub base	19360
R.S. Filler	6210
Earth Filler	2603
Sand	248
Class A	2000
Class B	1500
Class C	4600

Average daily yardage necessary to complete on time

Contractor's average force ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about ..... Oct. 28, 1930

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

#1185
20BB
PR1170

October 1, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from the Mt. Hood Soap Company in which they advise us of their claim against F. J. Kerman for two barrels of road oiling soap furnished to Mr. Kerman in connection with his contract for the Eugene Oiling Project, State Highway Contract #1108.

This information is given you as you appear as surety on the bond furnished by Mr. Kerman in this instance.

Very truly yours

Roy A. Klein
StateHighway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Incl.
cc F. J. Kerman
Reedsport, Oregon

October 1, 1930

Mt. Hood Soap Company
100 North Fourth Street
Portland, Oregon

Attention: Mr. H. Feldman

Gentlemen:

This acknowledges receipt of your letter of the 30th ultimo in which you advise us of your claim againstF. J. Kernan for the furnishing to him of two barrels of road oiling soap to be used in connection with his contract with the State Highway Commission for what is known as the Eugene Oiling Project.

In connection with all State Highway contracts the successful bidder is required to furnish a surety bond for the protection of all labor and material claims and all just debts, dues and demands incurred against the project, such bond was furnished by Mr. Kernan, which is offered to you for your protection. This bond was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you get in touch with Mr. Cline regarding this matter since it may be possible for you to secure satisfaction by so doing.

The contract awarded to Mr. Kernan is as stated above known as the Eugene Oiling Project and is State Highway Contract #1188. It covers certain work on the Santiam, Pacific, Corvallis-Newport and other highways in Linn, Marion, Benton and Lane Counties.

In the event that you do not secure satisfaction through the bonding company you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2091 of the Oregon Laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

VICE PRESIDENT HENRY FELDMAN, GENERAL MANAGER

MT. HOOD SOAP CO.

INCORPORATED

MANUFACTURERS OF
FINE LAUNDRY AND TOILET SOAPS
WASHING SODAS AND POWDERS

FOURTH STREET
BROADWAY 0457

Cable and Wireless Address
"Wonder"

Code Used
Western Union
A. B. C. 5th Edition

Portland, Oregon

September 30, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On June 4th we sent one barrel of Road Oiling Soap to F.J.Kernan, Reedsport, also one barrel on August 26th to Springfield, neither of which have as yet been paid for. We wrote Mr. Kernan asking that he let us have payment for these shipments but had no reply to our letter. Is there anything that you can do that might assist us in gaining a settlement?

Awaiting your reply, we remain

Yours very truly,

MT. HOOD SOAP COMPANY

BY: H. Feldman

HF:OH

ANSWERED
H. B. C.

#1188
20BB

FR1172

September 30, 1930

B. F. Oakley
Jefferson, Oregon

Dear Sir:

We acknowledge receipt of your communication of the 30th instant in which you advise us of your claim in the sum of $5.00 against F. J. Kernan.

Since you do not seem to have secured satisfaction from Mr. Kernan would suggest that you take the matter up with the surety on his bond, which bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland Oregon. It is likely that you will be able to secure satisfaction by so doing.

Very truly yours

Roy A. Kline
State Highway Engineer

By

H. B. Glaiayer
Chief Clerk

HBG:W

September 30, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that we have today received information from Mr. B. F. Oakley, Jefferson, Oregon, that he has a claim in the sum of $6.00 against F. J. Kerman for materials furnished Mr. Kerman in connection with his contract for the Eugene Oiling Project.

This information is given you as you appear as surety on the bond furnished by Mr. Kerman in this instance.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Gleimyer
Chief Clerk

HBG:W

cc F. J. Kerman
Reedsport, Oregon

PR 1190

RECEIVED
[illegible]
[illegible]

Repairs

JEFFERSON, ORE., Dec 30 1930

M F J Kerman
Redmond Ore

IN ACCOUNT WITH

B. F. OAKLEY

GENERAL BLACKSMITHING AND HORSESHOEING
AUTO WRECKING - USED PARTS

WAGON AND WOOD WORK — FARMERS' SUPPLIES

Aug 14 6 Spreader Bolts 1 50
18 Rel Point 3 00
21 Reset Brace 50
5 00

Dear Sir I have tried to collect this Bill from F J Kerman and cannot Hear from him Please refer to his Bondsman and let me Hear to do so Return mail Yours Truly
B F Oakley

ANSWERED
H. B. G.

dressed to the Public
collision between
has been referred
that Mr. Kerman

by the State Highway
iling Project, State
acing work on various
section with this contract
tory completion of the
erial claims. This bond
Guaranty Company for
n the Porter Building.

oes not cover claims
at Mr. Kerman has
furnished the State High-
ledge of this however

rs

Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

PR 1170

September 19, 1930

Mr. Glen D. Smith
206 Williams Building
Klamath Falls, Oregon

Dear Sir:

Your letter of the 18th instant addressed to the Public Service Commission of Oregon concerning the collision between your car and one of Mr. F. J. Kernan's trucks has been referred to this department for reply since the work that Mr. Kernan was employed on was State Highway Contract work.

Mr. Kernan was awarded the contract by the State Highway Commission for what is known as the Eugene Oiling Project, State Highway Contract 1186 involving certain surfacing work on various highways in the vicinity of Eugene. In connection with this contract Mr. Kernan furnished a bond for the satisfactory completion of the jobs and for the protection of labor and material claims. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is agent with offices in the Porter Building, Portland.

It is our thought that this bond does not cover claims such as yours. We feel certain, however, that Mr. Kernan has liability insurance in addition to the bond furnished the State Highway Commission. We do not have definite knowledge of this however and can not therefore advise you definitely.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

RECEIVED
SEP 19 1930
Public Service Commission of Oregon
FILE NO. 32380

206 Williams Building
Klamath Falls, Oregon
September 18th, 1930

Public Service Commission
Salem, Oregon

Gentlemen:

Will you please advise me what insurance company protects F. J. Kernan of Reedsport, Oregon.

On September 16th one of Mr. Kernan's cars, I believe State Distributor #1111, one of the big oil trucks used for oiling the highway, working on the McKenzie Highway, hit my car upsetting it and doing considerable damage.

I desire to make a claim and understand Chapin Investment Company of Reedsport, Oregon, wrote the insurance.

Thanking you for this information, I am

Very truly yours

Glen D Smith

Glen D. Smith

ANSWERED
H. B. G.

FORM S-D-1 S-17617 4000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR1178

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

LEWIS P. CAMPBELL
EQUIPMENT ENGINEER

OREGON STATE HIGHWAY COMMISSION
EQUIPMENT DEPARTMENT
Box 35
SALEM

15 September 1930

IN REPLY PLEASE REFER TO FILE NO. 124-1

ATTENTION: L. P. Campbell

20 BB

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

As a matter of precaution, wish to call to your attention the fact that Mr. F. J. Kernan has considerable state equipment on some of his work. This equipment was taken out with the understanding that he was to use operators selected by the Highway Department and was to pay them a scale so that under the working conditions prescribed by law for a contractor they would receive the same compensation that they would receive on state work at state rates.

This arrangement with this contractor has caused us a good deal of trouble and petty annoyances, and I have several statements from men whom we sent out with the outfit who claim that he is not living up to this agreement.

I call this to your attention so that all these matters can be adjusted before he is given his final estimate. I have notified Mr. Kernan that we have these claims, and as soon as they are completed I have requested a conference with him or his timekeeper so that we can get our men the compensation that he agreed to give them. There will probably be several matters for adjustment in connection with the state equipment also.

Very truly yours,

L. P. Campbell
Equipment Engineer

LPC:MR

#1188
20 R.B
PR 1173

September 2, 1930

Lebanon Telephone Company
Lebanon, Oregon

Attention: P. A. Mitchell

Gentlemen:

This acknowledges receipt of your letter of the 30th ultimo in which you advise that you have a claim in the sum of $96.10 against F. J. Kerman for services rendered him in connection with his contract for the construction of the Eugene Oiling Project which includes a portion of the Santiam Highway, being designated as State Highway Contract #1188.

In connection with this contract Mr. Kerman furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland. We would suggest that you take this matter up with the bonding company in the event that you do not get satisfaction from Mr. Kerman. If no satisfaction is secured through the bonding company then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State as required by Section 2991 of the Oregon Laws. The filing of the claim with the Secretary of State protects you on the bond after the expiration of one year from the date of completion of the project. The bond automatically expires after that date.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

September 2, 1930

U. S. Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from the Lebanon Telephone Company in which we are advised that this company has a claim against F. J. Kernan in the sum of $96.10, the same being in connection with Mr. Kernan's contract for the construction of the Eugene Oiling project, State Highway Contract #1188.

This information is given you as you appear as surety on the bond furnished by Mr. Kernan in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. C. Glaisyer
Chief Clerk

HHGiW
Inc.

cc F. J. Kernan
Reedsport, Oregon

LEBANON TELEPHONE COMPANY

P. A. MITCHELL, MANAGER

LEBANON, OREGON

Sept 8/20.

State Highway Commission,
Salem Oregon

Dear Sirs—

Your Acting Contractor
F. J. Kernan owes this company
a balance of $96.10.

Will you please see that
this is paid before final Settlement.

Will notify you when paid—

Yours Truly

P. A. Mitchell

RECEIVED
SEP 2
OREGON

A1188
20BB
PR1177

September 2, 1930

The Electric Shop
Lebanon Oregon

Attention: P. A. Mitchell

Gentlemen:

We acknowledge receipt of your letter of the 20th ultimo in which you advise us of your claim in the sum of $6.36 aginst F. J. Kernan being for services rendered him in connection with the Eugene Oiling Project.

We offer to you for the protection of your claim the bond which was furnished by Mr. Kernan for the satisfactory completion of the work and the protection of material and labor claims and all just debts dues and demands incurred against the project. This bond was written by the U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is local agent with offices in the Porter Building, Portland. We would suggest that you take the matter up with the bonding company if you do not secure satisfaction from Mr. Kernan.

In accordance with Section 2991 of the Oregon Laws in order to protect claims a notice of the claim should be filed at the office of the Secretary of State prior to the expiration of a period of one year after the completion of the contract.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:W

September 2, 1930

U. S. Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from the Electric Shop, Lebanon, in which they advise us of their claim in the sum of $6.36 against F. J . Kernan for services rendered him in connection with his contract for the construction of the Eugene Oiling Project, State Highway Contract #1188.

This information is given you as you appear as surety on the bond furnished by Mr. Kernan in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc F. J. Kernan

ELECTRIC SHOP
LEBANON ELECTRIC SUPPLY CO.
ELECTRICAL CONTRACTORS
LEBANON, OREGON

Repairing
Electric Appliances
Lighting Fixtures
Electric Supplies

8/20

State Highway Commission
Salem, Oregon

Dear Sirs -

Comptroller J. J. Keenan owes this company a balance of $6.36 for installing light wiring in Lebanon office -

Will you please see that the account is settled before final payment

Yours truly

A. Whitehead

RECEIVED
SEP 2
OREGON
State Highway
ANSWERED

Engineering Project

August 30, 1930.

Mr. F. J. Lerman,
Lebanon, Oregon.

Dear Sir:

In the price agreement recently issued to provide a basis of payment for No. 2 Checo used in lieu of asphalt in the non-skid work on the Pacific Highway Section of the Magnesa Oiling Project, the price to be paid for the Checo was incorrectly shown as $35.50. Please, therefore, correct your copy of the agreement to read $32.50 per ton, instead of $35.50 per ton.

You will recall that your letter of July 15th, which letter was used as a basis for the price agreement, stated that the Checo would be furnished for $2.50 per ton more than Grade "K" asphalt. The contract price for Grade "K" asphalt on the Pacific Highway Section is $30.00. Therefore, $32.50 is the correct price for No. 2 Checo.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EH

cc to K. A. Collier,
O f f i c e.

cc to I. A. De France,
Corvallis, Oregon.

Eugene Oiling Project

Salem, Oregon

July
18th
1930

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

This is to advise that I will use #2 Gasco road binder, a tar manufactured by the Portland Gas Company, in lieu of grade "E" asphalt as specified in my contract for use on non skid work, specifications N-1 and N-2, in the Eugene Oiling Project, contract #1188, with the provision that I receive additional compensation for the additional cost of this material F.O.B. the railroad sidings. This additional cost amounts to $2.50 per ton.

Furthermore, I agree to the change in specifications N-1 and N-2 using an additional quantity of rock and oil. The amended specifications for N-1 and N-2 are attached hereto.

Very respectfully,

R. H. Kernan

See price agreement dated July 18th, 1930 Contract No. 1188

RHB/er

Specification ing 130-150 penetration gre asphalt 8/7/30

1.Sweep pavement and apply tack coat from .08 to .12 gallons per square yard of grade "E" asphalt depending upon the condition of the pavement whether it is soft or hard.

2. Spread .02 cubic yards per square yard of 1½ - ¾ stone. This includes the amount necessary for spotting. Hand spot and roll.

3. Apply from .19 to .21 gallons per square yard of grade "E" asphalt depending upon the weather and the condition of the pavement.

Where possible hold down to the minimum amount in all cases.

4. Spread .010 cubic yards per square yard of ¾ - ½ stone including the hand spotting. Hand spot and roll.

9 to 11 gallons per cubic yard.

Specification N-1 using Gasco

1. Sweep pavement and apply tack coat from .08 to .12 gallons per square yard depending upon the condition of the pavement.

2. Spread .02 cubic yards per square yard of 1½ - ¾ stone. This includes the amount necessary for spotting. Hand spot and roll.

3. Apply from .20 to .24 gallons per square yard depending upon the weather and the condition of the pavement. Where possible hold down to the minimum amount in all cases.

4. Spread .010 cubic yards per square yard of ¾ - ½ stone. This includes the amount necessary for spotting. Hand spot and roll.

9.7 to 12.0 gallons per cubic yards

Specification N-1 using Emulsified Asphalt

.08 gallons per square yard

.020 cubic yards per square yard of 1¼ - ⅜ rock

.225 gallons per square yard

.0075 cubic yards per square yard of ⅜ - ¼ rock

.225 gallons per square yard

.0045 cubic yards per square yard of sand

Specification N-1 special using "E" grade asphalt 130-150

.08 to .12 gallons per square yard tack coat of asphalt

9.4 gal. per square yard — .024 cubic yards per square yard of 1¼ - ⅜ stone

.22 to .25 gallons per square yard of asphalt

.01 cubic yards per square yard of ⅜ - ¼ stone

9 to 11 gallons per cubic yard

Specification N-1 special using Gasco same with the exception

10.3 gal. per square yard — that the second shot of Gasco is from .25 to .30 gallons per square yard. 10 to 12 gallons per cubic yard.

Specification N-1 special using Emulsified Asphalt

.08 gallons per square yard tack coat of asphalt

.024 cubic yards per square yard of 1¼ - ⅜ rock

.25 gallons per square yard

.0075 cubic yards per square yard of ⅜ - ¼ rock

.25 gallon per square yard

.0045 cubic yards per square yard of sand

Specification N-2 using Grade "E" asphalt

.08 to .12 gallons per square yard of asphalt

.020 cubic yards per square yard of 1½ - ⅜ rock

.15 to.18 gallons per square yard of asphalt

.015 cubic yards per square yard of 1½ - ⅜ rock

.18 to .23 gallons per square yard of asphalt

.010 cubic yards per square yard of ⅜ - ¼ rock

9.1 to 11.0 gallons per cubic yard

Specification N-2 using Gasco #2

.08 to .12 gallons per square yard of Gasco

.020 cubic yards per square yard of 1½ - ⅜ rock

.18 to .20 gallons per square yard of Gasco

.015 cubic yards per square yard of 1½ - ⅜ rock

.22 to .25 gallons per square yard of Gasco

.010 cubic yards per square yard of ⅜ - ¼ rock

10.7 to 12.6 gallons per cubic yard

Specification N-2 using Bitumuls

.08 gallons per square yard tack coat of Bitumuls

.020 cubic yards per square yard of 1½ - ⅜ rock

.20 gallon per square yard of bitumuls

.008 cubic yards per square yard of ⅜ - ¼ rock

.20 gallons per square yard of bitumuls

.015 cubic yards per square yard of 1½ - ⅜ rock

.20 gallons per square yard of bitumuls

.008 cubic yards per square yard of ⅜ - ¼ rock

.25 gallons per square yard of bitumuls

.0045 cubic yards per square yard of sand

15.7 gallon per cubic yard

#1188

PR1178

August 30, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of yesterday concerning F. L. Kerman, contractor.

Please be advised that Mr. Kerman has contract No. 1188 which is known as the Eugene Oiling Project and covers work on the Santiam, Pacific and Corvallis-Newport Highways in Benton, Lane, Linn and Marion Counties. The work consists of 32.8 milesof bit. macadam and 30.11 miles of non-skid wearing surface. The amount of the contract is $164,565.00 and the amount of the bond is $82,282.50. The bond was furnished by the United States Fidelity & Guaranty Company for whom Walter F. Cline, Porter Bldg., Portland, Oregon, is resident agent. The completion date on this contract is September 30th, 1930.

Very trulyyours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claisyer,
Chief Clerk.

Dict. by J. McFarland.

#1188

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

602-621 YEON BUILDING
Portland, Oregon

August 29, 1930

RECEIVED
AUG 30 1930
STATE OREGON
HIGHWAY COMMISSION

State of Oregon,
Highway Department
Salem, Oregon

Re: F. J. Kernan
Eugene Account
Job No. 20-BB
Federal No.-117F

Gentlemen:

Mr. Kernan is purchasing our products for use in completing his highway contract near Springfield, Oregon. He advises that he is working on State Bonded Job with the contracts numbered as shown above.

We would greatly appreciate your advising us the amount of this contract, the date of completion, name of bonding company, their local agent and whether or not the job numbers shown above are correct.

A stamped, self addressed envelope is enclosed for your convenience and we wish to assure you of our appreciation.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

P. L. Fosburgh

District Manager.

PJO:RLB

#1188
20BB
PR1178

August 12, 1950

United States Fidelity & Guaranty Co.
Walter J. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Hill, Marks & McClahan, lawyers of Albany, Oregon, to the effect that the Albany Iron Works have a claim against a man by the name of Edward Freeman in the sum of $44.50 for material and work performed and furnished Mr. Freeman during the months of April and May of this year. It appears that Mr. Freeman was employed on the work between Jefferson and Salem and we are led to believe that it was the contract awarded to F. J. Kernan for the Eugene Oiling Project, state highway contract #1188.

This information is given you as you appear as surety on the bond furnished by Mr. Kernan in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Gladmyer
Chief Clerk

HBG:W

CC F. J. Kernan
Reedsport, Oregon

August 19, 1950

Hill, Marks & McIlaben
First National Bank Building
Albany, Oregon

Gentlemen:

We have your letter of the 15th instant in which you advise us of the claim of the Albany Iron Works against a man by the name of Edward Freeman being for work performed for Mr. Freeman in the sum of $44.50.

Mr. Freeman has no original contract with the State Highway Commission and we presume that he was acting as a sub-contractor under Mr. F. J. Kernan to whom the State Highway Commission awarded the contract for the Eugene Oiling Project covering certain sections of the Santiam, Pacific and Corvallis-Newport and other highways in Lane, Linn, Benton and Marion counties. This is state highway contract #1188. Mr. Kernan furnished a bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity and Guaranty Company, for whom Walter F. Cline is agent with offices in the Porter Building Portland.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:N

...AN

...L. MARKS
...K. McMAHAN

CLARK S. KENDALL

LAW OFFICES
FIRST NATIONAL BANK BUILDING

ALBANY, OREGON

August 15, 1930.

Mr. Roy Cline, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Roy:

The Albany Iron Works, Frank Miller's corporation of this city, has left in our office for our attention an account against one Edward Freeman in the sum of $44.50 for materials and work performed and furnished during the months of April and May of this year to Edward Freeman. Mr. Miller is not aware as to whether Freeman is a Sub-contractor or original contractor with the Highway Commission. This bill was incured in connection with the resurfacing of the Pacific Highway somewhere between Jefferson and Salem. We would like to know the surety upon the bond covering this job where Freeman was employed so that we may take the matter up with them with the view of getting the money.

#1188

Yours truly,

Still, Marks, McMahan

AKM:EF

ANSWERED
H. B. C.

PR 117-F

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 117-F

Post Office Building
Portland, Oregon.

August 15, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Jon

A 4 for 5-172

Oregon Federal Aid Project No. 117, Section F.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 5, 1929, by the State Highway Commission of Oregon, and on May 2, 1929, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on August 29, 1929, by the said State Highway Commission, and on October 25, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section F; and

WHEREAS, the said State Highway Commission of Oregon has requested approval of a revision of the plans, specifications and estimates approved for said Section F to provide for the construction of a bituminous macadam surfacing over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section F be increased from $108,626.60 to $145,077.35, and that the Federal funds approved and set aside to the credit of said Section F be increased from $67,635.67 to $89,182.21:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section F be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of eighty-nine thousand, one hundred eighty-two and 21/100 dollars ($89,182.21) as the share of the United States payble under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (c) of Article III shall be and is hereby stricken out.

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of eighty-nine thousand, one hundred eighty-two and 21/100 dollars ($89,182.21), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-five thousand, seventy-seven and 35/100 dollars ($145,077.35), the approved total estimated cost of Section F of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of

Oregon on the 7th day of July,
1930, and the Secretary of Agriculture on the 31st
day of July, 1930.

STATE HIGHWAY DEPARTMENT OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

CWS

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 117, Section F.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 94+88 at the east city limits of Springfield in Sec.36, T.17 S., R.3 W., W.M., and survey station 485+50 at Cogswell Hill in the N.E.¼ of Sec.31, T.17 S., R.L W., W.M., locally known as the McKenzie Highway between Eugene and the McKenzie River Bridge, Lane County, and designated in the records of this Department as Section F of Project No. 117, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 145,077.35 in lieu of the $67,635.67 approved by Certificate of Oct. 28, 1929, Section F of as the total estimated cost of said project, and the sum of $ 59,182.21/ Section F of as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share the/ [redacted] of said total estimated cost.

Done at the city of Washington, this 31st day of July one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting *Secretary of Agriculture.*

[illegible] 8—1929

FORM S-241 5-10000 500 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

LEWIS P. CAMPBELL
EQUIPMENT ENGINEER

OREGON STATE HIGHWAY COMMISSION
EQUIPMENT DEPARTMENT
Box 35
SALEM

NOTED
State Highway Engineer

12 - Aug. - 1930

IN REPLY PLEASE REFER TO FILE NO. 126-1

ATTENTION: L. P. Campbell

Mr. F. J. Herman,
Shedd, Oregon.

Dear Sir:

Trailer #102 that you took out of this yard a day or so ago has just been returned in damaged condition.

I am advised that you moved a 20 ton shovel on it, which is grossly in excess of its capacity. the plate on the side of the trailer gives its capacity as 10 tons. Undoubtedly this trailer will have to have the frame rebuilt and I wish to request that you come into this office as soon as possible, seeing Mr. Jayes or myself, and make arrangements for the repairs to this piece of equipment.

Yours very truly,
ROY A. KLEIN,
State Highway Engineer

BY L. P. Campbell,
Equipment Engineer

LPC:EC
cc - Roy A. Klein
R. H. Baldock

OEGO

PR1177

Eugene Siling Project

August 9, 1930.

Mr. F. J. Karnes,
Shedd, Oregon.

Dear Sir:

We are sending to you herewith your copy of the executed price agreement relating to the construction of crushed gravel resurfacing and crushed gravel shoulders on the portion of the Corvallis-Newport Highway which is between the highway junction west of Philomath and a point about one-half mile east of Philomath, which price agreement is supplemental to your contract for the Eugene Siling Project.

In this connection, your attention is called to the fact that the specifications and typical cross-section plan which were sent to you with our letter of July 26th, are in error as to the quantities of materials required on different portions of the project, and as to the thicknesses and number of courses to which the surfacing is to be constructed on different portions of the project. The correct specifications for these details are as follows:

Portion of Project	Thickness	No. of Courses	Quantities Per Mile
M.P. 51.34 to M.P. 52.10	9½"	3	3,000 cubic yards
M. P. 52.10 to M. P. 52.50	7	2	2,220 cubic yards
M. P. 52.50 to M. P. 53.36	9½"	3	3,000 cubic yards

Mr. Collier and Mr. Klein have signed the price agreement with the understanding that the thicknesses, numbers of courses and quantities per mile are to be as above stated, and, unless we are notified at once, it shall be understood that this specification is in accord with your original understanding as to how the work was to be per-

formed and is, in all respects, acceptable to you.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

SHP:ER

cc to E. A. Collier
cc to I. A. De Frenes

(EGO)

July 26, 1930.

Mr. F. J. Keenan,
Lebanon, Oregon.

Dear Sir:

We are sending to you herewith five copies of the price agreement covering the construction of crushed gravel resurfacing on the Philomath Unit of the Corvallis-Newport Highway. We are also sending two copies of the specifications in accordance with which this resurfacing work is to be performed.

Please sign the five copies of the price agreement and turn them over to Resident Engineer De Frenes, to be returned to us for further execution. The two copies of the specifications may be retained for your use.

Very truly yours,

ROY A. KLEEN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

cc to R. A. Collier
cc to L. A. De Frenes

Copy of agreement turned over to Mr. De Frenes

[illegible] DEPARTMENT

Typical Section for

REHABILITATION

PHILOMATH UNIT

COMMUNITY - UNIVERSITY HIGHWAY

[illegible] COUNTY

[illegible]

Form 30—E-18500—2500—2-30.

OREGON STATE HIGHWAY DEPARTMENT

FR 117 F

FIELD ENGINEER'S WEEKLY REPORT

Date June 16th 1930. , 193...

Job name Eugene Oiling Project. *Week from* June 9th *to* June 14th.

Mail address

Highway

Telegraph or telephone address

County *Job prefix* 20 B B

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Unit No 1

City of Lebanon is going to enlarge ditches along street to highway East ,will start next week.

Linn Co., started gravel plant several times to put out 1½ inch oil rock at Lebanon but had to re-organize screens and send for new pump,will get started next week.

Kerman had one car of oil in Monday noon,a second Friday A.M.. He worked all week on preparation of subgrade, watering,blading and rolling to set up upper end.

Road setting up good and will be ready for oil Monday with 4 miles prepared ahead.

Unit No 3

Fuel oil shot on Philomath- Corvallis road dried very slowly.Some rock was put on and road was opened to traffic Wednesday but had to be closed again. Road was opened Friday night again is carrying traffic in good shape.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H. H. DeFrance

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

State Highway Engineer

Form 39—E-15589—2500—2-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FH 117F

NOTED

State Highway Engineer

Date June 7, 1930, 193

Job name Springfield-Cogswell Hill Surfacing — *Week from* May 31 *to* June 7

Mail address Box 204, Eugene

Highway McKenzie — *Telegraph or telephone address*

County Lane — *Job prefix* 20 PH-1 — *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor worked first part of week hauling base rock to the road between Cogswell Hill and Hendrick's bridge which he finished on Friday and then began hauling base rock on section over Cogswell Hill .

Engineering party set grades Today on curve on east end of Cogswell Hill . The ~~grades~~ line had to be changed a little on account of the fill not taking the settlement allowed for, the fill being a maximum of 1 foot high. This was easily taken care of the curve being in a dip and on a ~~reverse~~ curve.

Crusher is now putting out about 170 yards a day.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed N. V. Finley

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

PR 117 F

May 21, 1930.

Mr. W. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement for the Springfield-Cogswell Hill Section, Project No. 117-F.

In computing the amount of federal aid requested, consideration has been given to the fact that the low bidder for the Eugene Oiling Project was the fourth low for the work to be done on this project, and we have accordingly used the bid of J. F. Forbes, whose bid was low. The amount of his bid for constructing bituminous macadam wearing surface on this project was $26,921.40.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. E. Prebert
Office Engineer

SEP:AF
Encls.

Oregon State Highway Department

Project No. 121-F

STRINGFIELD-COOS HILL HILL, SECTION OF THE McKENZIE HIGHWAY

[illegible]

(Estimate on basis for modified agreement. Based on contract prices.)

Salem, Oregon, May 14, 1930.

Grading

All Required	Clearing and Grubbing			Lump Sum	$3,500.00
57,000 cu.yds	Excavation on West Unit	.20	"		17,100.00
41,000 cu.yds	Excavation on East Unit	.45	"		23,000.00
120,000 yd.sta.	Overhaul	.05	"		5,000.00
4,000 yd.mile	Truck Haul	.15	"		720.00
35 cu.yds	Cl. "A" Concrete (Culv. 120+40)	30.00	"	1.00	1,050.00
4,200 lbs	Metal Reinforcement	.06	"	1.00	252.00
500 lin.ft	12" Concrete Pipe	1.00	"	1.00	180.00
1,000 lin.ft	18" Concrete Pipe	2.00	"	--	2,000.00
200 lin.ft	24" Concrete Pipe	3.00	"		600.00
170 lin.ft	30" Concrete Pipe	4.00	"		680.00
100 lin.ft	42" Concrete Pipe	8.50	"		850.00

Surfacing

19,500 cu.yds	Sub-Base Coarse Surfacing	1.20	"	23,400.00
6,660 cu.yds	Base Course Surfacing	1.50	"	9,990.00
2,200 cu.yds	Earth Filler	.30	"	660.00
2,200 cu.yds	Rejected Screenings Filler	.30	"	660.00
7,000 yd.mi.	Filler Haul	.20	"	1,400.00

Bituminous Mexedum Aggregate

1,480 cu.yds	Cr. "A" Matls. in Stock Pile	1.80	"	2,220.00
1,000 cu.yds	Cr. "B" Matls. in Stock Pile	1.50	"	1,500.00
4,000 cu.yds	Cr. "C" Matls. in Stock Pile	1.40	"	5,600.00
240 cu.yds	Screenings	—		—

Constructing Bituminous Medium Wearing Surface, Type B-2

7.4 miles	Preparation of Base	250.00(4th Low)		1,850.00
6,750 cu.yds	Placing Min. Aggregate	1.25	"	8,437.50
9,000 yd.mi.	Hauling Min. Aggregate	.30	"	2,700.00
505 Tons	Asphalt in Place	30.00	"	15,150.00
120 M-Gal	Sprinkling	3.00	"	360.00

		Sub-total	$131,992.50
Length of Proj.	7.395 Mi.	10% Engr. & Cont.	13,199.25
Cost per Mile	$19,475.17	Total	145,977.25

State Funds Available	$56,895.14	
Federal Aid Requested	89,182.21	(61.47218%)

State Funds for Constr. - Chapter 175, Laws 1917; Chapt or Ch. Laws 1923
State Funds for Maint. - Chapter 41, Laws 1927.

Oregon State Highway Department — Project No. 115-F

SPRINGFIELD-COBURG HILL SECTION OF THE McKENZIE HIGHWAY

IN LANE COUNTY

(Estimate with specification. Not on basis for modified agreement.)

Salem, Oregon, April 19, 1929.

Bituminous Mineral Aggregate (Furnished under surfacing contract)

1,480 cu.yds	Grade "A" Metls. in Stock Pile	$ 1.50	$2,220.00
1,000 cu.yds	Grade "B" ditto	1.50	1,500.00
4,000 cu.yds	Grade "C" ditto	1.40	5,600.00
260 cu.yds	Screenings	—	—

Constructing Bituminous Wearing Surface, Type B-2

7.4 miles	Preparation of Base	150.00	1,110.00
6,750 cu.yds	Placing Mineral Aggregate	1.15	7,762.50
9,000 yd.mi.	Hauling Mineral Aggregate	.25	2,250.00
505 tons	Asphalt in Place	28.50	14,392.25
150 M-Gals	Sprinkling	2.00	300.00
	Sub-total		$ 25,266.75
	10% Engr. & Cont.		3,526.97
	Total		$ 28,793.72

Length of Project 7.398 Miles
Cost per mile $5,264.21

State Funds	$ 14,628.53	
Federal Aid Requested	24,165.19	(62.25%)
	$ 38,793.72	

April 19, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications and five sets of special provisions covering the construction of bituminous macadam wearing surface on the Springfield-Coquenll Hill Section, Project No. 117-F.

Five blue print copies of Sheet No. 2 showing the typical cross-sections for this work are being sent under separate cover.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

NOTED

Dict by J. W. Nash/AP
Enclosures

Form 30--E-15589—2500—2-30.

PR 117F

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 2nd 1930

Job name Eugene Oiling Project. *Week from* May 26th *to* May 31

Mail address

Highway

Telegraph or telephone address

County *Job prefix* 20 B B *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has not made much progress twards starting.
The rumor that he would start next week had been un-confirmed.
Mr.Shanks of Lebanon has been working to get Linn County
to crush out 300 Cu.yds. of 1½" oil rock at Lebanon.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed J. A. DeFrance

Title Res.Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

#1184

1177

May 20, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 16th concerning Frank J. Kernan, contractor.

Please be advised that Mr. Kernan was awarded contract No. 1186 which is known as the Eugene Oiling Project in Benton, Lane, Linn and Marion Counties on the Corvallis-Newport, Pacific and Santiam Highways. This contract consists of 51.8 miles of bituminous macadam wearing surface, 30.11 miles of non-skid wearing surface and 14.99 miles of oiling. The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company for whom Walter F. Cline, Porter Building, Portland, Oregon, is resident agent. The amount of the bond is $62,[illegible].50 and the amount of the contract is $184,565.00. The completion date of the contract is August 31, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1108

IN REPLY GIVE No.

ADDRESS
V. O.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
PORTLAND, OREGON

May 16, 1930

Oregon State Highway Department,
Salem, Oregon.

Gentleman:

RE:FRANK J. KERNAN
Eugene Account

Mr. Kernan wishes to use our products in connection with the oiling project near Eugene, under the contract given by your Department.

The information we have concerning the contract, surety, etc. is very meager, hence we ask for full particulars. What is the name of the bonding company, what is the number of the contract and the name, how long does the contract run, etc?

We are enclosing a stamped self-addressed envelope for your convenience in replying and will greatly appreciate your co-operation in this connection.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Eastern

PJO:R

District Manager

[redacted] #1074 20PH

[redacted] PR117F

[redacted] May 13, 1930

[redacted]

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

[redacted]

Dict. by J. McFarland.

Gentlemen:

You are hereby notified that State Highway Contract No. 1074 for the construction of the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County, which consists of 7.40 miles of grading, has been completed by the contractors, and that final settlement will be made by the State with said contractors, Cochran Construction Company, for work done under said contract on or after May 23rd, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid on this contract which will include the above final payment will be $55,518.04. Of this amount $160.83 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PRINT

May 6, 1930

Mr. F. J. Kernan
Imperial Hotel
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract no. 1188 which was awarded to you by the State Highway Commission on April 30 covering the Eugene Oiling Project on the Santiam, Pacific, Corvallis-Newport and other highways in Linn, Marion, Benton and Lane Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

C. E. GATES, MEDFORD
ROBERT W. SAWYER

PR 117-F

OREGON STATE HIGHWAY COMMISSION

April 23, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Reference is made to your letter of April 22, requesting a statement of our reasons for eliminating the top course of the crushed gravel surfacing to be constructed on the Springfield-Cogswell Hill Section of the McKenzie Highway, Federal Aid Project No. 117-F.

It was originally intended to construct the surfacing with a 1 1/2" top course of fine materials, and to later add a 2" wearing surface of bituminous macadam. However, the difficulty that was experienced in compacting and setting up the base course materials made it evident that if a top course were placed it would not set up early enough to make possible the construction of the bituminous macadam wearing surfacing during the 1930 season. By omitting the top course and constructing a heavier bituminous macadam wearing surface, we believe that a surface of equal strength will result, and its construction during 1930 will be made possible.

Revised copies of Sheet 2 of the federal aid plans, which revised copies show the cross-section to which we now propose to construct the surfacing, are being sent under separate cover. Revised estimates of the surfacing quantities will be included in the estimate to be used as a basis for the modification of the project agreement which will be submitted after the bids for the construction of the bituminous macadam wearing surface have been received.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

April
23rd
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
O F F I C E

Dear Sir :

Regarding Mr. Lynch's communication of April 22, with reference to Oregon Federal Aid Project #117, section F, the Springfield-Doyle Hill section of the McKenzie Highway and with special reference to the change in the construction of the macadam.

Mr. Collier and I decided not to place the top on this section for the following reasons:

In the first place, the gravel was somewhat round and was very hard to set up during the winter season. There was considerable amount of 1½ inch base floating around and rather than incorporate a clay filler with this and place a loose mulch of the top thereon, it was decided to leave the top off and penetrate this loose 1½ inch material with oil inasmuch as it was proposed to do the oiling this season.

If we had placed the top on the 1½ inch without the binder, in all probability there would have resulted a loose mulch which would have fouled with the fine materials of the top in such manner that the oil could not have penetrated it. Whereas in the manner that we propose, all the 1½ inch can be set up, with the addition of new material where required to cover the bare spots, and we can transpose the top materials into key and seal rock so that the total thickness will be about the same.

Yours truly,

R. H. Baldock
Maintenance Engineer

RHB/er

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREG.

April 22, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No.117-Section F, the Springfield-Doyle Hill Section of the McKenzie Highway.

Revised Section Sheet and specifications for Oiling were received on April 21st. In checking these papers it is noted that the typical surfacing section used in the revised sheets is the same as submitted with the original project and approved by this Bureau, that is -- 8" sub-base rock, 2½" of base rock, and 1½" of top course rock; a total thickness of 12" loose.

During a recent inspection of this project it was noted that the top course of rock had not been placed. This was later discussed with Mr. Baldock, and it is our understanding this course is to be omitted. Whenever changes in the approved design of Federal aid projects is contemplated, this office should be notified, with the reasons for such changes in order that we may obtain approval.

In the project under discussion the revised section sheet shows the same courses as were originally approved, and if a change is now desired the revised sheet should be changed to conform to such changes, and we should be advised, giving the reasons therefor.

The papers covering the modification of this project will be held -- pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer.

F.C F.C

41101

20PH-1

PR117F

February 27, 1930

Peninsula National Bank
101 Philadelphia St.
Portland, Oregon

Gentlemen:

At the request of Mr. P. H. Cochran, President of Cochran Construction Company, we are writing to inform you that he has requested us to forward all estimates of the Cochran Construction Company in connection with its contract for the surfacing of the Springfield-Cogswell Hill Section of the McKenzie Highway in Linn County, to them in care of your bank.

We are making a special note of this request, and will endeavor to see that these estimates hereafter are mailed in accordance with Mr. Cochran's wishes.

Nothing was said in Mr. Cochran's letter concerning the forwarding of warrants in payment of these estimates, but presume that he wishes these warrants sent to him in care of your bank, the same as the estimates. This we shall do, unless we are advised to the contrary.

Very truly yours

ROY A. KLEES
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:MF
cc Cochran Const. Co.

FEB 28 30

February 27, 1930

Cochran Construction Co.
407 S. Syracuse St.,
Portland, Oregon

Attention: Mr. P. H. Cochran, Pres.

Gentlemen:

This acknowledges receipt of your letter of the 25th inst. in which you ask us to forward all future estimates of the Cochran Construction Company in connection with its contract for the surfacing of the Springfield-Cogswell Hill Section of the McKenzie Highway in Linn County, to the Cochran Construction Company in care of the Peninsula National Bank, 101 Philadelphia Street, Portland, Oregon.

We shall endeavor to comply with your request, but wish to call your attention to the fact that nothing was said in your letter about forwarding the warrants in payment of these estimates to the bank. We presume that the warrants should go to the bank, as well as the estimates, and will mail them to you in care of the bank, unless advised to the contrary.

We are today writing the Peninsula National Bank to the same effect, as per the enclosed copy of our letter.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

60 60

RECEIVED
FEB 26 1930
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon,
February 25, 1930

Mr. H. B. Glaisyer, Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In the future, kindly forward all estimates of the Cochran Construction Company in connection with our contract for the surfacing of the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County to us in care of the Peninsula National Bank, 101 Philadelphia Street, Portland, Oregon.

We would appreciate your notifying the bank that we have given you these instructions.

Yours very truly,

COCHRAN CONSTRUCTION COMPANY

By P. H. Cochran,
President

cyl

ANSWERED
H. B. G.

IF 126 S.

as to estimate only
How about warrants? - No assignment?

FORM S-A-1 S-14856 5500 10-29

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 117 F

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

WPH

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Eugene, Ore. Feb. 26,1930,

Mr. E.A.Collier,
Division Engineer,
Salem,Ore.

Dear Sir:- In regard to the amount of 24" Pipe on Estimate no. 10, Springfield - Cogswell Hill, I find that pipe is noted correctly on estimate but has been added incorrectly so that instead of being 72 feet additional pipe on this estimate ,there is none.

Respectfully,

A M Linsley

Resident Engineer.

PR117F

OREGON STATE HIGHWAY COMMISSION

January 29, 1950

Peninsula National Bank
Portland, Oregon

Attn: Mr. E. J. Whelan, Cashier.

Gentlemen:

With further reference to your letter of the 28d inst. forwarding assignments signed by the Cochran Construction Company assigning the money due this company for work performed on the Springfield-Cogswell Hill Section of the McKenzie Highway, wish to say that as stated in our letter of the 25d inst. the matter was referred to our attorney for approval; and you are advised that the assignment made by the Cochran Construction Company in your favor of all moneys due or to become due under or by virtue of state highway contract #1101 for the construction and improvement of what is known as the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County, Oregon, has been received and filed; and you are further advised that said assignment is accepted by the State Highway Commission subject to the superior and prior rights of the state in and to such funds and subject also to the superior and prior rights of labor and material men; and you are advised that the State reserves the right to discontinue payments to said assignee when and if the rights and interests of the state and labor and material men to said funds warrent such action.

As stated to you in our letter of the 25d inst. it will be necessary for the Cochran Construction Company to furnish us with the written consent of the surety on their bond to this assignment, and the above acknowledgment and acceptance is therefore subject to the receipt of such written consent.

We return to you herewith one executed copy of the assignment. The other we are retaining for our records.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

...DUZER, CHAIRMAN, PORTLAND
...WATES, MEDFORD
ROBERT W. ...AWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 28, 1930

IN REPLY PLEASE
REFER TO FILE NO.

Memorandum to H. B. Glaisyer:

I am returning the assignment made by the Cochran Construction Company in favor of Peninsula National Bank of Portland, and I suggest that you write the bank a letter, sending a copy to the contractor, in which you say:

> "You are advised that the assignment made by the Cochran Construction Company in favor of Peninsula National Bank of Portland of all moneys due or to become due under or by virtue of state highway contract No. 1101 for the construction and improvement of what is known as the Springfield-Cogswell Hill section of the McKenzie Highway in Lane county, Oregon, has been received and filed; and you are further advised that said assignment is accepted by the highway commission subject to the superior and prior rights of the state in and to such funds and subject also to the superior and prior rights of labor and material men, and you are advised that the state reserves the right to discontinue payments to said assignee when and if the rights and interests of the state and labor and material men to said funds warrant such action."

J. M. DEVERS

JMD:EH

Mr Devers

Glaeser requests your opinion on this assignment

JWS

and by these presents hereby sells, assigns, transfers and sets over unto Peninsula National Bank, its successors and assigns, all the estate and right which it now has, or that it may hereafter have, or that may hereafter accrue to it, to the money, credits and dues, now due and owing, or that may hereafter become due and owing to it by the State of Oregon, and/or the State Highway Commission for material furnished and/or labor performed under, on account of, or in pursuance of that certain contract executed by the State Highway Commission and the Cochran Construction Company, known as Contract No. 1101, for the construction and improvement of what is known as the Springfield-Cogswell Hill Section of McKenzie Highway in Lane County, Oregon, being for 7.40 miles of crushed gravel surfacing, with full and exclusive right to collect and receive all money now owing or that may hereafter become owing to it, the Cochran Construction Company by the State of Oregon or the State Highway Commission

A S S I G N M E N T.

The COCHRAN CONSTRUCTION COMPANY, an Oregon corporation, for One dollar ($1.00) and other valuable and sufficient consideration, paid to it by Peninsula National Bank of Portland, the receipt of which is hereby acknowledged, has sold and assigned, and by these presents hereby sells, assigns, transfers and sets over unto Peninsula National Bank, its successors and assigns, all the estate and right which it now has, or that it may hereafter have, or that may hereafter accrue to it, to the money, credits and dues, now due and owing, or that may hereafter become due and owing to it by the State of Oregon, and/or the State Highway Commission for material furnished and/or labor performed under, on account of, or in pursuance of that certain contract executed by the State Highway Commission and the Cochran Construction Company, known as Contract No. 1101, for the construction and improvement of what is known as the Springfield-Cogswell Hill Section of McKenzie Highway in Lane County, Oregon, being for 7.40 miles of crushed gravel surfacing, with full and exclusive right to collect and receive all money now owing or that may hereafter become owing to it, the Cochran Construction Company by the State of Oregon or the State Highway Commission of Oregon.

The State of Oregon and/or the State Highway Commission of Oregon is hereby authorized and directed to pay any money that is now, or may hereafter become due or owing to the Cochran Construction Company for material furnished and/or labor performed under or pursuant to said contract, or for said work, direct to Peninsula National Bank of Portland, its officers, representatives, successors, or assigns. Any receipt given by said bank or any

A S S I G N M E N T.

The COCHRAN CONSTRUCTION COMPANY, an Oregon corporation, for One dollar ($1.00) and other valuable and sufficient consideration, paid to it by Peninsula National Bank of Portland, the receipt of which is hereby acknowledged, has sold and assigned, and by these presents hereby sells, assigns, transfers and sets over unto Peninsula National Bank, its successors and assigns, all the estate and right which it now has, or that it may hereafter have, or that may hereafter accrue to it, to the money, credits and dues, now due and owing, or that may hereafter become due and owing to it by the State of Oregon, and/or the State Highway Commission for material furnished and/or labor performed under, on account of, or in pursuance of that certain contract executed by the State Highway Commission and the Cochran Construction Company, known as Contract No. 1101, for the construction and improvement of what is known as the Springfield-Cogswell Hill Section of McKenzie Highway in Lane County, Oregon, being for 7.40 miles of crushed gravel surfacing, with full and exclusive right to collect and receive all money now owing or that may hereafter become owing to it, the Cochran Construction Company by the State of Oregon or the State Highway Commission of Oregon.

The State of Oregon and/or the State Highway Commission of Oregon is hereby authorized and directed to pay any money that is now, or may hereafter become due or owing to the Cochran Construction Company for material furnished and/or labor performed under or pursuant to said contract, or for said work, direct to Peninsula National Bank of Portland, its officers, representatives, successors, or assigns. Any receipt given by said bank or any

of its authorized officers for money paid or credits given said bank on account of said work or said contract, shall be binding against the Cochran Construction Company to the same extent as if such money was paid, or credit given, direct to Cochran Construction Company.

IN WITNESS WHEREOF, Cochran Construction Company, by its authorized officers, has hereunto caused its corporate name to be subscribed, and its seal affixed this 11th day of January, 1930.

COCHRAN CONSTRUCTION COMPANY

BY B. H. Cochran

BY J. L. Cochran

The State Highway Commission of Oregon hereby consents to the foregoing assignment,and acknowledges receipt of a copy of same.

_____

H1101

January 22, 1930

Peninsula National Bank
Portland, Oregon

Attention: E. J. Wholen
Cashier

Gentlemen:

This acknowledges receipt of your letter of the 22nd instant in which you enclose two copies of an assignment given you by the Cochran Construction Company of moneys due them forr work performed in connection with their contract for the surfacing of the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County.

We have handed this assignment to our attorney for approval and will advise you later concerning it as soon as we have his opinion. In the meantime wish to say that we can not honor this assignment unless we have the written consent to the same from the surety on the bond furnished by the Cochran Construction Company in connection with this work. This bond was written by the American Surety Company of New York, for whom W. J. Lyons is the local agent with offices in the Yeon Building, Portland.

An estimate voucher is now being passed for payment and we expect that the warrant will be delivered to the Cochran Construction Company within the next two weeks so that the matter of securing the consent of the surety company should be taken care of prior to that time. This particular estimate will be mailed to you in conformance with the terms of the assignment provided the same is approved by our attorney.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

JAN 24 '30

HBG:S

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,
Jan. 11, 1930

In reply please
refer to File No._____

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 117-F.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By

Encls.

10-28-29

Oregon 117 F

SPECIAL PROVISIONS

Springfield-Cogswell Hill, Surfacing

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A.M.) on the twenty-seventh (27th) day of June, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 7.40 miles of crushed gravel surfacing on the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County, and of the furnishing of approximately 8,200 cubic yards of crushed gravel for use by the state in connection with the betterment operations on the same section.

The west end of the project is at Station 94+88, which station is at the east corporate limit of the City of Springfield. The east end of the project is at Station 485+50, which station is on the present traveled route of the McKenzie Highway at a point about 3.3 miles east of the town of Thurston.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than October 31, 1930.

CRUSHED GRAVEL SURFACING

Standard Specification to Apply:

The crushed gravel surfacing shall be constructed in accordance with the standard specification for "Rock Surfacing" as the same is given on pages 28 to 30 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

Kind and Quality of Materials:

The materials to be used in the construction of the crushed gravel surfacing shall be clean crushed gravel manufactured from a hard, durable and otherwise suitable gravel which when subjected to the standard abrasion test shows an abrasive loss not exceeding six (6) per cent.

10-28-29

The gravel used in the manufacture of the crushed gravel shall contain oversize material in such quantities that when it is crushed to a maximum size of two and one-half (2½) inches, at least fifty per cent (by weight) of the crushed product will be fragments showing surfaces fractured in the crushing operation.

Gravel suitable for use in the work is available from the Willamette and McKenzie Rivers and from dry deposits in the vicinity of the project.

Acquisition of Property Rights:

The contractor shall himself acquire the right to excavate and take gravel from whatever source or sources he may elect to use, and the right to use adjacent properties as sites for the crusher set-ups, bunkers, hauling roads, etc. He shall pay all royalties and bear all other expense involved in acquiring right and title to the gravel furnished, and in acquiring the right to use whatever property may be needed in connection with the development of the sources, the production of the crushed gravel and the execution of the work.

Sizes of Materials:

The crushed gravel to be used in the surfacing work shall be of three sizes, viz: sub-base course material, base course material, and top course material.

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen thru which all must pass.	Size of Openings in screen upon which all must be retained
Sub-base course material	2½ inch, circular	1/8 inch, square
Base course material	1½ " "	1/8 " "
Top course material	3/4 " "	1/8 " "

Each size or grade of material shall be well graded between the specified maximum and minimum limits.

Quantities of Material per Mile:

The quantities of materials required to construct the surfacing to the specified cross-section are approximately as follows:

	Cu.Yds per Mile
Sub-base course materials	2,600
Base course materials	800
Top course materials	500
	3,900

Sub-base Materials To Be Placed in Two Courses:

The sub-base course materials shall be placed in two courses of approximately equal thicknesses, each course being separately bound and compacted.

Between Stations 94+88 and 258+00 and between Stations 455+00 and 485+50, the base course materials shall be placed in two courses of approximately equal thicknesses.

Filler Materials:

The filler material to be incorporated in the surfacing as specified in the standard specification for "Rock Surfacing", shall be of two kinds, one of which will be referred to as "Earth Filler" and the other of which will be referred to as "Rejected Screenings Filler."

The quantities of earth filler and of rejected screenings filler to be used in the work shall be as ordered by the engineer, and the right is reserved to vary the relative quantities of each, even to the extent of the complete elimination of one or the other of the two classes.

Additional specifications in accord with which the filler materials are to be furnished are given hereinafter under the heads "Earth Filler" and "Rejected Screenings Filler."

Measurement and Payment:

The basis of measurement and payment for the construction of the crushed gravel surfacing shall be as specified in the standard specification for rock surfacing.

EARTH FILLER

Earth filler shall be furnished and paid for in accordance with the standard specification for "Earth Filler" as the same is given on page 31 of the standard specification form, except that the kind of material to be furnished shall be sand, sandy loam, decomposed granite, talus or some such other suitable material instead of clay.

REJECTED SCREENINGS FILLER

The materials to be furnished under this item shall be screenings below one-eighth inch in size produced as a by-product in connection with the manufacture of the crushed gravel which is to be furnished under the contract.

The price bid for "Rejected Screenings Filler" shall be understood to include and cover all work and expense involved in the furnishing and placing of the materials (including royalty or other cost of the materials), except such part of the hauling as is made within the limits of the project. Payment for the part of the hauling that is within the limits of the project, will be made at the price bid for "Filler Haul", the pay haul distances to be measured in half-mile units, fractional half-miles to be allowed for as full half-miles. No payment will be made for dead haul on this class of filler material.

Measurement of the filler materials will be made in the trucks at the point of loading.

If deliveries of this class of filler materials can, at the time they are ordered by the engineer, be made from more than one plant, they shall be made from the plant requiring the least amount of payhaul.

CRUSHED GRAVEL FOR BETTERMENT PURPOSES

Work to be Done:

Under this specification, the contractor shall furnish and deliver in stock piles approximately 8,200 cubic yards of crushed gravel for later use by the state in connection with betterment and maintenance operations on the Springfield-Cogswell Hill Section.

Quality of Materials, Etcetera:

The materials to be furnished under this specification shall be of the same kind and quality as is hereinbefore specified for the materials to be furnished for the surfacing work.

The conditions governing the acquiring and developing of the sources of materials shall also be the same as apply in connection with the surfacing work.

Sizes and Grades of Materials:

The materials shall be of three sizes or grades, which sizes or grades will hereinafter be referred to as Grade "A", Grade "B" and Grade "C".

All of each grade of material shall pass a screen having openings of a certain size, and all of each grade of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen through which all must pass.	Size of Openings in Screen on which all must be retained.
Grade "C"	1½ inch, circular	3/4 inch, circular
Grade "B"	3/4 inch, circular	1/2 inch, circular
Grade "A"	1/2 inch, circular	1/8 inch, square

Each size or grade of material shall be well graded between the specified maximum andminimum limits.

Place of Delivery:

The materials shall be delivered in stock piles, which stock piles shall be located upon such suitable sites alongside or near the section of highway which isinvolved in this project, as the engineer may select and designate.

In a general way, there shall be one stock pile site for each two miles of highway, the location of each site and the quantities of materials stock piled upon it to be such as will avoid any back hauling of the materials when they are eventually placed upon the road. Such an arrangement of stock pile sites can not be worked out, however, until the contractor's plan of operation is known, and even then, it is subject to variation on account of a lack of availability of suitable sites and on account of other factors.

In view of the circumstances and conditions mentioned in the aboveparagraph, the contractor will bid with the assumption that the stock piles are to be located as is indicated in the following provisions.

1. The quarries and other sources of materials used by the contractor will be considered "origins of haul."

2. The points on the highway which are exactly half way between adjacent origins of haul (distances to be measured on the hauling roads), will be considered "haul divides."

3. Using the haul divides as dividingpoints, the project will be divided into units, each of which will be considered a "stock piling unit."

4. At that point on each stock piling unit which is nearest the original of haul for that unit, there will be stock piled the quantities of materials which (in accordance with a schedule which follows) are required for use on such portion of the stock piling unit as is within two miles (in both directions) of that point.

5. On each stock piling unit which extends more than two miles beyond the point which is nearest its origin of haul, there will be stock piled at every two mile point on the unit (the two mile points being measured from the point which is nearest the original of haul), the quantities of materials required for use on the portion of the unit which is within the two miles beyond that point.

If, upon completion of the delivery of the stock pile materials, it is found that the amount of hauling necessarily performed in the delivery of these materials has been greater or less (in proportion to quantities of materials delivered) than would have been required had the stock pile locations and relative distribution of materials been the same as above specified, an adjustment because of this difference in haul will be made at the rate of sixteen cents ($0.16) per yard mile, which adjustment shall be in favor of the contractor if the relative haul has been increased and against the contractor if the relative haul has been decreased.

In computing the number of yard miles of hauling actually performed, and in computing the number of yard miles of hauling required under the specifications, for a comparison of the two as above provided, the haul distances to be used shall be the haul distances measured to the nearest tenth of a mile; provided however, that in cases where the haul distance is less than one-half mile, one-half mile of haul will be allowed for.

The haul distance to any given stock pile site shall be measured from whichever one of the origins ofhaul is the nearest to that particular site, whether the materials were or were not actually hauled from that origin.

The volumes to be used in computing the amounts of hauling shall be the quantities as determined by measurement of the materials in the completed stock piles.

Quantities of Materials Required:

In computing the quantities of the various grades of materials that are to be stock piled upon each stock pile site, the number of cubic yards of materials required per mile of highway shall be understood to be as follows:

Grade "A" Materials	370 cubic yards per mile
Grade "B" Materials	210 cubic yards per mile
Grade "C" Materials	520 cubic yards per mile
Total	1,100 cubic yards per mile

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the engineer.

The work involved in the preparing of the sites will be considered "extra work", and will be paid for accordingly.

Height and Form of Piles:

The piles shall be not less than eight (8) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable. Shaping of the piles by hand or with fresnoes will be required unless satisfactory piles are provided by other means.

Separate piles shall be provided for each of the different grades of materials, and the piles shall be so arranged that there will be no possibility of the different grades becoming mixed.

Measurement and Payment:

For the furnishing, hauling and stock piling of crushed gravel in accordance with the foregoing specifications, payment will be made at the prices bid per cubic yard for the following items:

1. Grade "A" Materials in Stock Pile.
2. Grade "B" Materials in Stock Pile.
3. Grade "C" Materials in Stock Pile.

The quantities of materials to be paid for shall be determined by measurement of the materials in the completed stock piles, no allowance being made for settlement or shrinkage.

In case the amount of hauling necessarily performed in the delivery of the materials is greater or less (in proportion to quantities of materials delivered) than would have been required had the stock pile locations and relative distribution of materials been as specified, an adjustment because of the difference in haul will be made as hereinbefore specified.

MISCELLANEOUS PROVISIONS

Schedule of Performance:

The work to be done under this contract shall be performed part during the working season of 1929 and part during the working season of 1930.

For convenience in describing the parts of the work which are to be performed during each of the two seasons, the project will be divided into units as follows:

Unit 1	Stations	94+88	to	258+00
Unit 2	"	258+00	to	455+00
Unit 3	"	455+00	to	485+50

The work to be performed during the 1929 season shall consist of the construction on Units 1 and 3 of all of the sub-base course and of the lower one-half of the base course of the surfacing.

The work to be performed during the 1930 season shall consist of the completion of the surfacing on Units 1 and 3, and of the construction of the whole of the surfacing on Unit 2.

It shall be optional with the contractor whether the materials which are to be delivered in stock piles are delivered part during 1929 and part during 1930 or all during 1930. The delivery of those materials will be controlled to a considerable extent, however, by the condition of the grades over which they must be hauled.

All work specified to be performed during the 1929 season shall be completed by October 31, 1929. The work specified to be performed during the 1930 season shall not be commenced until after the arrival of dry weather conditions in the spring (about April 15.).

Units 1 and 3 To Be Reshaped in Spring:

The contractor will not be required to do any blading or other maintenance work during the period that operations are

shut down for the winter of 1929-30, but when operations are resumed in the spring of 1930, the contractor shall, without extra compensation, do such scarifying and reshaping of the surfacing materials placed during 1929 as may be necessary to bring them to specified crown and cross-section, and to put them in condition to receive the additional materials that are to be placed upon them. Whatever work is required to reblade the earth shoulders so as to provide a trench within which to construct the base and top courses of the surfacing, shall also be done without extra compensation.

Use of Materials from Stock Piles:

The right is reserved by the state to use materials from stock piles before the piles have been entirely completed and measured. In case materials are so used, payment for them will be made at the prices bid for the respective grades of materials delivered in stock pile. The materials will be measured in the trucks in which they are taken from the piles, but the truck measurements shall be reduced to equivalent stock pile measurement by deducting five per cent.

Grading Construction in Progress:

The attention of the contractor is called to the fact that the grading of the project is not entirely completed, and that that work will be in progress during the whole of the 1929 season. The contractor will be required to conduct his operations in such manner as will best fit in with the operations of the grading contractor.

1101

American Surety Company

December 13, 1929

American Surety Co. of New York
800 Yeon Building
Portland, Oregon

Attention Mr. W. J. Lyons, Mgr.

Gentlemen:

Replying to your inquiry of the 12th inst. concerning the status of the contract awarded to the Cochran Construction Company for the surfacing of the Springfield-Cogswell Hill Section of the McKenzie Highway, wish to say that our most recent records show that this work was approximately 38% complete on November 15.

We had paid to the contractor up to that date the sum of $14,989.32. Our retained percentage is $2,645.18.

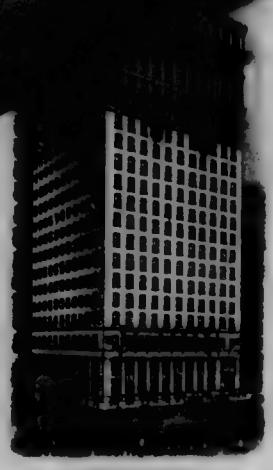
Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. E. Glaisyer
Chief Clerk

HEG:EF



COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
300-301-302 YEON BUILDING
TELEPHONE BEACON 8058

RECEIVED
DEC 13 1929
HIGHWAY

PORTLAND, ORE.,
December 12th, 1929.

RE: 74114-D COCHRAN CONSTRUCTION CO. to STATE OF OREGON.
7.4 miles crushed gravel surfacing, McKenzie Highway in Lane Co. - Springfield Cogswell Hill Section. Contract No. 1101.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We would thank you very kindly to inform us the present status of the above contract, the amount paid contractor, as well as the amount of retained percentage.

Very truly yours,

W. J. LYONS
MANAGER

WJL:MR

Paid to 11-15 - $14,984.32
Retained - $2,645.16

ANSWERED
H. B. G.

#1074

American Surety Company.

December 13, 1929

American Surety Co. of New York
500 Yeon Building
Portland, Oregon

Attention Mr. W. J. Lyons, Mgr.

Gentlemen:

Replying to your inquiry of the 12th inst. concerning the status of the contract awarded to the Cochran Construction Company for the grading of the Springfield-Cogswell Hill Section of the McKenzie Highway, wish to say that our records show that this job was 89% complete on November 15. It is our understanding that it is practically complete at this time.

There had been paid to the contractor up to November 15 the sum of $49,000.14. Our retained percentage is $4,500.00.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:EF

COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
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EDGAR H. W. SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE BEACON 6093

PORTLAND, ORE.,

RECEIVED
DEC 13 1929
OREGON
HIGHWAY COMMISSION

December 12th, 1929.

RE: 983742-B COCHRAN CONSTRUCTION CO. to STATE OF OREGON.
Const. work on McKenzie Highway in Lane
County, Springfield-Cogswell Hill Section.
7.4 miles grading. Contract No. 1074.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

I would thank you very kindly to give us the latest information available in your office regarding the present condition of the contract above mentioned.

In October we were informed that this contract was nearing completion and we would inquire at this time whether the same has been completed and accepted. If not will you give us the present status of the contract as it appears on your records.

Very truly yours,

W. J. LYONS
MANAGER

WJL:MR

ANSWERED
H. B. G.

117-F

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. ~~117-C~~ and 117-F ✓

Post Office Building
Portland, Oregon,
Nov. 12, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modification of project agreement and certificate for the above numbered Federal Aid Project,

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Ton

AKPr 5172

Oregon Federal Aid Project No. 117, Section F.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on April 8, 1929, by the State Highway Commission of Oregon, and on May 2, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 117, Section F; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section F to provide for the construction of a crushed gravel surface over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section F be increased from $64,224.60 to $108,686.60, and that the Federal funds approved and set aside to the credit of said Section F be increased from $39,966.96 to $67,635.67:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section F be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of sixty-seven thousand, six hundred thirty-five and 67/100 dollars ($67,635.67) as the share of the United States payable

under said act on account of Section F of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of sixty-seven thousand, six hundred thirty-five and 67/100 dollars ($67,635.67), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eight thousand, six hundred eighty-six and 60/100 dollars ($108,686.60), the approved total estimated cost of Section F of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 29th day of August, 1929, and the Secretary of Agriculture on the 28th day of October, 1929.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

0.26

Oregon Federal Aid Project No. 117, Section F.

DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
FEDERAL AID PROJECT NO. 117

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 94+88 at the east city limits of Springfield in Sec.36, T.17 S., R.3 W., W.M., and survey station 485+50 at Cogswell Hill in the N.E.¼ of Sec.31, T.17 S., R.1 W., W.M., locally known as the McKenzie Highway between Eugene and McKenzie River Bridge, Lane County, and designated in the records of this Department as Project No. 117 Section F of , State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 108,686.60 in lieu of the $38,766.96 approved by certificate of May 2, 1923, Section F of as the total estimated cost of said project, and the sum of $ 67,635.67/ Section F of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ p[illegible] of said total estimated cost.

Done at the city of Washington, this 28th day of October one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. R. Arnold
Acting Secretary of Agriculture.

136

8—4930

PR117F

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

October 15, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to the voucher for Oregon Federal Aid Project 117-F, covering the period from July 16, 1929, to September 15, 1929.

It is noted that the 40,757 cubic yards of excavation on East Unit at 42 cents per yard has been extended as $11,117.94. This amount should be $17,117.94. We are, however, forwarding this voucher fof payment without alteration, trusting that a correction will be made in the next voucher.

Very truly yours,

W. H. LYNCH
District Engineer.

F-117 F

August 2, 1933

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate on basis for modified agreement covering the Springfield-Cogswell Hill Section. Project No. 117-F.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

Incl.
JWN:AF

Oregon State Highway Department

Project No. 117-F

SPRINGFIELD-COBWELL HILL SECTION

OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, August 2, 1923

Grading

All Required	Clearing and Grubbing			$ 3,550.00
87,000 cu. yds.	Excavation on West Unit		.30	17,100.00
21,000 cu. yds.	Excavation on East Unit		.42	25,620.00
180,000 yd. cus.	Overhaul		.05	3,900.00
4,000 yd. mi.	Truck Haul		.18	720.00
55 cu. yds.	Cl. "A" Concrete(Culv.Sts.100+20)		30.00	1,650.00
6,100 lbs.	Metal Reinforcement		.06	360.00
100 lin. ft.	12-inch Concrete Pipe		1.00	100.00
1,500 lin. ft.	18-inch Concrete Pipe		2.00	3,000.00
300 lin. ft.	24-inch Concrete Pipe		3.00	900.00
170 lin. ft.	30-inch Concrete Pipe		5.00	850.00
100 lin. ft.	48-inch Concrete Pipe		8.50	850.00

Surfacing

19,800 cu. yds.	Sub-base Course Surfacing	1.50	29,000.00
6,000 cu. yds.	Base Course Surfacing	1.50	7,900.00
3,700 cu. yds.	Top Course Surfacing	1.50	4,810.00
2,200 cu. yds.	Earth Filler	.30	660.00
2,200 cu. yds.	Rejected Screenings Filler	.30	660.00
7,000 yd. mi.	Filler Haul	.20	1,400.00
	Sub-total		$90,806.00
	10% Engr. & Cont.		9,280.00
	Total		$100,086.00

Length of Project, 7.398 miles
Cost per mile, $14,691.34

State Funds Available,	$ 41,050.93	
Federal Aid Requested,	57,635.07	(62.23%)
	$100,086.00	

State funds for construction, Chap. 175, laws 1917; Chap. 31, laws 1920
State funds for maintenance, Sec. Aug. 17, 1917; Chap. 237, laws 1917

PRINT

July 24, 1929

Cochran Construction Company,
607 S. Syracuse Street,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find fully executed copy of contract filed which was awarded to you by the State Highway Commission on June 27, 1929, covering 7.40 miles crushed gravel surfacing on the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JS
enc.

PR 117F.

Form 30—D-[illegible]—4M—4-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date July 20, 1929, 192..

Job name Springfield -Cogswell Hill Surfacing — *Week from* July 13 *to* July 20

Mail address Box 204, Eugene, Ore.

Highway McKenzie — *Telegraph or telephone address*

County Lane — *Job prefix* 20 PH -1 — *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Last Week Contractor began to clean off a site for the rock or gravel crushing plant and this week has been building bunkers.

A sample of the gravel was sent to the laboratory and a favorable report received.

The abrasion test was 4.86

There might be some question from the sample as to whether the gravel would pass the specification of 50 % fractured surfaces but I believe that below the surface the gravel is coarser. However the sample showed 41.7 % retained on 1½ inch screen which would at least 50 per cent fractured gravel for the base and more than that for the top. 84% being retained on ¾" screen.

However for the subbase, only 26% was retained on 2" screen so there may not be 50% fractured gravel in the sub base.

The gravel pit is about 1/2 mile due north of Thurston on the South side of a running slough.

(See back of this sheet for instructions and detailed information)

Signed A W Libby

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 7.4

Miles completed 0

Miles partially done .....

Total cubic yards in project 37,100

Cubic yards produced to date 0

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 3 ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about ..... Oct 30, 1950

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 20 PH-1 ..... *Percentage* 0
   ..... 20 WP 50
2. ..... 20 VV ..... *Percentage* 50
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR #117-F

July 16, 1929

Mr. W. H. Lymsh, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that the contract for the surfacing of the Springfield-Cogswell Hill Section (Federal Aid Project No. 117-F) was not awarded to the lowest bidder (Meyers & Co.) for the following reasons:

1. The performance of Meyers & Co. in connection with a much smaller contract on the Missouri Bend Section of the Alsea Highways has indicated lack of experience and contracting ability to such extent that execution of the Springfield-Cogswell Hill Section in accordance with the specified time schedule could not be expected.

2. The prices bid for the work by Meyers & Co. are so low and the finances of the company are so limited that a default, together with the attendant delays, would be almost inevitable.

3. The necessity of providing for winter traffic over a considerable part of the project, makes it particularly urgent that the work be placed in the hands of a capable and dependable contractor.

Our contract with Meyers & Co. for work on the Missouri Bend Section called for the production of only 6,700 cubic yards of crushed gravel. The contract was awarded January 29th, 1929, and called for completion April 30th, 1929. Production of crushed gravel was commenced on March 8th, and did not reach a total of 6,700 cubic yards until June 26th. The daily production fluctuated a great deal, varying from about 40 cubic yards to 125 cubic yards and averaging about 75 cubic yards.

The Springfield-Cogswell Hill job is nearly six times as large and calls for the production of at least 10,000 cubic yards before October 31st, which production would require an average daily output of not less than 125 cubic yards. Meyers & Co. proposed to undertake this with the same equipment that they had used on the Missouri Bend job. Failure to produce this

10,000 cubic yards by October 31st would be a very serious matter as no surfaced detours are available for those portions of the project on which the 10,000 yards are to be used.

That the Meyers & Co. bid for the work is ridiculously low is shown by the following tabulation of the bids received:

Meyers & Co.	$43,680.
Cochrem Construction Co.	52,340.
J. H. Gallagher	54,815.
Washburn & Hall	56,665.
Joslin & McCallister	58,910.
R. W. Shaffer	60,424.
Guy F. Pyle	62,210.
C. R. Vaughn	66,360.
Lindstrom & Feigenson	66,870.
Wren & Greenough	73,810.
Max O. Green	75,900.

The engineer's estimate was $62,405.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:AF

FORM S-S-1 S-11640 1500 8-38

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 117-F.

OREGON STATE HIGHWAY COMMISSION

OFFICE OF J. S. SAWYER, DIVISION ENGINEER

SALEM

July 16,1929

Memorandum to Mr. Probert.

Attached hereto is letter from Mr. Lynch, Bureau of Public Roads, under date of July 6th referring to Oregon Federal Aid Project No. 117-F, the Springfield-Cogswell Hill Section of the McKenzie Highway, surfacing, in which he asks us to advise as to the reasons for rejecting the low bid and awarding to the second bidder.

This letter was handed me by Mr. Klein with the request that I set out the reasons and return the letter to you for reply to Mr. Lynch.

Our recommendation for award to the next bidder was made for the reasons:

1. That the bid of Meyers and Co. was ridiculously low and materially below our estimate of the actual cost of the work, to say nothing of some $7000 or $8000 under the next lowest bidder to whom the award was finally made, which figure in itself was materially lower than our estimate.

2. Meyers and Co. had had during the past many months a little feed rock and maintenance resurfacing job on the Alsea Highway consisting of some 7000 or 8000 cu. yds. of crushed gravel which should have been completed sometime in February, but is still hanging fire and is not yet completed due to, in my opinion, the dilatory methods of handling the work.

3. Mr. Meyers of Meyers & Co. particularly requested me to recommend against him and further made the same request to Mr. Klein and to the Commission, stating that he was entirely too low on his bid and would like very much to be relieved.

JSS:JS

J. S. Sawyer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 6, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 117-F, the Springfield-Cogswell Hill Section of the McKenzie Highway.

Bids for the surfacing of this project were opened by the State Highway Commission on June 27th, and it is our understanding the contract was awarded to the second low bidder. Will you please advise as to the reasons for rejecting the low bid and awarding to the second bidder.

Very truly yours,

W. H. LYNCH
District Engineer.

Ans. July 16

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon.

In reply please
refer to File No. Ore FAP 117 F

July 11, 1929

Mr. Roy A Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are enclosing herewith one set of approved specifications for OREGON Federal Aid Project No. 117 F.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encls.

Eng 111F

SPECIAL PROVISIONS

Springfield-Cogswell Hill Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the eighth(8th) day of March, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 7.40 miles of highway roadbed on the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County.

The west end of the project is at Station 94+88, which station is at the east corporate limit of the city of Springfield. The east end of the project is at Station 485+50, which station is on the present travelled route of the McKenzie Highway at a point about 3.3 miles east of the town of Thurston.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1929.

CLEARING AND GRUBBING

The area within which all specified clearing and grubbing work is to be performed for the lump sum price bid for "Clearing and Grubbing" shall be the whole of the right-of-way area as the same is indicated by the diagram along the upper edge of the accompanying profile plan.

The lump sum price shall be understood to include and cover, also, the performance of all clearing and grubbing work necessary in connection with the construction of the drain ditches which are called for by the plans. It shall also include and cover the removal and disposal of the old bridges located at Stations 182+80 and 185+40.

The house and shed at about Station 337+50 are to be removed from the right-of-way by Lane County.

EXCAVATION AND EMBANKMENT

APPROVED: R. H. Wilson
ACTING CHIEF, BUREAU OF PUBLIC ROADS

Classification:

Under this contract, the single classification basis for the classifying of excavation, which basis is described on page

22 of the standard specifications, shall apply. There shall, however, be two separate prices for excavation, one of which will apply between Stations 94+80 and 388+00, and the other of which will apply between Stations 388+00 and 485+50.

For excavation made between Stations 94+80 and 388+00, payment will be made at the price bid for "Excavation on West Unit." For excavation made between Stations 388+00 and 485+50, payment will be made at the price bid for "Excavation on East Unit."

Drain Ditches and Channel Changes:

The work to be done under the contract shall include the construction of drainage ditches and channel changes at the points where the plans indicate that work of that kind is to be done. Payment for that work will be made in the same manner and at the same prices as payment for the construction of roadbed.

PROVISION FOR TRAFFIC

The contractors attention is called particularly to those provisions of the contract which relate to the providing for and safeguarding of traffic. The work must be so handled that traffic over the present traveled McKenzie Highway route can pass at all hours of the day and night with little, if any, interruption, discomfort or inconvenience. In order that as little as possible of the traveled roadway may be in a torn-up and unfinished condition at any one time, the construction operations underway at any one time shall be confined to as short a section of the highway as is practicable, and finishing operations shall follow the rough grading operations as closely as possible. All portions of traveled roadway shall be kept smooth (during construction as well as after construction) by frequent blading.

No part of the present surfaced roadway shall be torn up, covered or otherwise disturbed until the dry weather conditions of summer have arrived.

ASSUMPTION OF MAINTENANCE BY STATE

As soon as that portion of the project which is between Stations 1450 and 485+50 is entirely completed, it will be taken over by the State and the contractor will be relieved of its maintenance.

As soon as a continuous mile is completed on that portion of the project which is between Stations 94+88 and 270, that mile will be taken over by the State and the contractor will be relieved of its maintenance. Then as the completed work is extended on that portion of the project, the completed extensions will be taken over by the State and the contractor will be relieved of their maintenance. The State will not, however, take over any dis-

connected units of completed work.

All portions of the project, with the exception of those which have previously been taken over by the State as here provided, shall be maintained in a smooth and otherwise satisfactory condition by the contractor until such time as all work to be done under the contract is completed.

PR 117-F

June 26, 1929

Mr. H. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 2900
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 20th advising that the amount shown for the item of Clearing and Grubbing on Estimate No. 1, covering the Springfield-Cogswell Hill Section, Project No. 117-F, had been changed from $2,497.80 to $2,475.00.

In checking over the voucher, we find that the amount of $2,497.80 is correct, but that a typographical error was made and the total amount shown for the item should be $3,330.00 instead of $3,300.00. However, since the voucher has been passed for payment, we will change our records to conform with your figures and will show the item correct on the next voucher.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

June 20, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

The first voucher for Oregon Federal Aid Project No. 117-F-1, for the period March 19th to May 15th, 1929, is today being recommended for payment in the amount of $5,448.65. The correction is necessary, as the extension for 75% of Clearing and Grubbing at $3,300 should be $2,475 instead of $2,497.50.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

F.P.-117-F

June 24, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 2900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate accompanying specifications to cover the surfacing of the Springfield-Cogswell Hill Section, Project No. 117-F. Five sets of special provisions are also inclosed.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

Incl.
Dist. by J. W. Nash/AF

Oregon State Highway Department — Project No. 119-7

SPRINGFIELD-COGSWELL HILL SECTION OF THE McKENZIE HIGHWAY

IN LANE COUNTY

(Estimate with Specifications. Not as Basis for Modified Agreement.)

Salem, Oregon, June 24, 1929

19,300 cu. yds.	Sub-base Course Surfacing	$1.55	$29,915.00
6,000 " "	Base Course Surfacing	1.70	10,200.00
3,700 " "	Top Course Surfacing	1.80	6,660.00
2,200 " "	Earth Filler	.30	660.00
2,200 " "	Rejected Screenings Filler	.25	550.00
7,000 " "	Filler Haul	.20	1,400.00
	Sub-total		$49,385.00
	10% Engr. & Cont.		4,938.50
	Total		$54,323.50

Length of Project - 7.398 miles

Cost per mile $10,288.54

State Funds Available $33,805.81

Federal Aid Requested 20,517.99 (62.25%)

$54,323.80

ANALYSIS OF COST

Set-up	$ .10
Quarry	.30
Crush	.35
Haul	.50
Process	.15
	1.40
15% Profit	.21
Average Cost per cu. yd.	1.61

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore. 117-F

Post Office Building
Portland, Oregon.

May 16, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

RECEIVED
MAY 17 1929
OREGON

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Jon

A4gr 5172

Form P. R. 2
State Oregon
Project No. 117, Section F.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8th day of April, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of September, 1927, a project statement, which was approved by the Secretary on the 24th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 7th day of March, 1929, and approved by the Secretary on the 2nd day of May, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirty-nine thousand, nine hundred sixty-six and 96/100

dollars ($39,966.96) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 51, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ____ of ____
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ____
(State how placed under direct control of Highway Department)

*(c) ____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 94+88 at the east city limits of Springfield in Sec.36, T.17 S., R.3 W., W.M., and survey station 485+50 at Cogswell Hill in the N.E.¼ of Sec. 31, T.17 S., R.1 W., W.M., terminal points, a distance of 7.398 miles, known locally as the McKenzie Highway between Eugene and McKenzie River Bridge, Lane County, being Section F of Oregon Federal Aid Project No. 117.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

6—6518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that it will initiate, or cause to be initiated, such action as may be necessary to secure the installation of safeguards at the railroad grade crossing at survey station 125+05.2 adequate for the protection of grade crossings of that class.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F of said project shall not in any event exceed the sum of thirty-nine thousand, nine hundred sixty-six and 96/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-four thousand, two hundred twenty-four and 60/100 dollars, the approved total estimated cost of Section F of said project.

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..... Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

STRICKEN CUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws of 1917.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____

_____

hereby designated by the Highway Department (Other depositories)

PAYMENTS

STRICKEN OUT

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____;
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

_____

*(b) By the _____;
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 2nd day of May, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL] By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL] _____
Acting Secretary of Agriculture.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon, for the construction of a rural post road between survey station 94+88 at the east city limits of Springfield in Sec. 36, T.17 S., R.3 W., W.M., and survey station 485+50 at Cogswell Hill in the N.E.¼ of Sec. 31, T.17 S., R.1 W., W.M., locally known as the McKenzie Highway between Eugene and McKenzie River Bridge, Lane County, Section F of designated in the records of this Department as Project No. 117, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 64,224.60 as the total estimated cost of Section F of said project, and the sum of $ 32,266.26 as the share of the United States, payable under said acts on account of Section F of such project, which does not exceed authorized Federal pro rata share the percent of said total estimated cost.

Done at the city of Washington, this 2nd day of May one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap

Acting *Secretary of Agriculture.*

Ltr

GOVERNMENT PRINTING OFFICE 8—4930

PR 117-F

STANDARD OIL COMPANY OF CALIFORNIA

May 1st, 1929

Standard Oil Company of California,
P. O. Drawer 1197,
Portland, Oregon.

Gentlemen:

Attention: Mr. F. M. Laing.

Replying to yours of the 30th ultimo concerning contract awarded to Cochran Construction Company for the grading of the Springfield-Coggswell Hill Section of the McKenzie Highway in Lane County, wish to advise as follows:

1. Description and location of job is as stated above.

2. This is contract No. 1074.

3. Amount of contract $80,000.

4. Work to be paid for 50% by county and 50% by state. County payments to be made by county on county vouchers prepared by state. The retained percentage will be 15% until it equals 5% of the total amount of the contract, after which time no further increase in retained percentage will be made.

5. Bond was written by the American Surety Company of N. Y., W. A. King, Agent, Yeon Building, Portland, Oregon.

6. Amount of bond $80,000.00.

7. The contract completion date is September 30, 1929.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:JS

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG.
306 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
S. E. NORD
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

April 30, 1929.

Cochran Construction Co.

State of Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

The Cochran Construction Company, we understand, have been awarded the contract of grading on the McKenzie Highway between Springfield and Thurston.

As we are supplying petroleum products to be used in connection with this work, we should like the following information so that our records will be complete:

#1074

1. Description and location of the work.
2. Contract number.
3. Amount of the contract.
4. Manner in which the contract provides for payment and how much of the contract price is withheld.
5. Name and address of the bondsmen furnishing the material men bond.
6. The amount of the bond.
7. The limit to the contractor or estimate of completion date.

We wish to thank you for furnishing us with this information and for your convenience in replying, we are inclosing a stamped and addressed envelope.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager
By W L Muncy

CDE:LC
Inc.

ANSWERED
H. B. G.

PR 117-F

April 2, 1929

Cochrum Construction Co.,
407 E. Syracuse,
Portland, Oregon.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

E. B. Clafsyer
Chief Clerk.

EBC:H

Enc. 1.

PR 117 F.

Form 30—C-10767—2M—12-28

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Mar.23,1929, 192....

Job name Springfiel -Cogswell Hill Grading *Week from* Mar.16 *to* Mar. 23

Mail address

Highway McKenzie *Telegraph or telephone address*

County Lane *Job prefix* 20PH *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

"as Contractors were to move in today went over to job and found that they had their crew and were moving equipment from Springfield"., which consisted of 1 60 H.P Best tractor, 1 new 30 H.P.Best tractor, 1 heavy grader, 2 wheeled scrapers (for Cat work). On Tuesday Crew of 12 men went to work clearing right of way beginning at East lineof Gray place at about sta 382. Clearing is being done with help of 30 H.P. Best all trees not too large being pulled up by the roots,the larger ones being shot and then pullrd up. My crew cross sectioned sta 380 to 393 . Today clearing crew is working at about sta 480 haing pulled stups and roots from sta 382 since beginning work Tuesday.

Mr. Cochran told me that he had sold the 60 H.P. Best and bought a new one which would be here in a few days. Also that the shovel would be in a week from Monday.

I told him t at we wanted a 42 in pipe at sta 388 in place of a 40 and he said he would furnish it at $ 7.50 per foot,that being 1.00 less per foot than for the 48 ". I told him to order the pipe and I would make out the price agreement.

He wants to get to ork on the channel change at 485 as soon as possible after his shovel arrives . He said too that if we cut the size of the channel change down to less than 10 feet on the bottom he would not be able to dig it with the shovel. He expects to do all the casting that is required between stations 330 and the end of the job at first so that if necessary he need not start on the channel change yet.

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 7.4

Miles completed 0.0

Miles completed except finishing 0.0

Total cubic yards in project 118,000

Cubic yards moved to date 0

Miles covered by contractor's forces 2.0

Miles cross-sectioned 0.25

Miles cross-sections completed and checked 0.25

Miles to be remeasured .....

Number men in Engineering Party 4

Contractor's average force for week 12 *men,*

1 Cat ~~teams~~, ... *steam shovels*

Grading work will be completed about 9/30

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 20 PH *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR-117-F

March 14, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon

Gentlemen:

We are enclosing herewith six copies of Estimate as Basis for Project Agreement covering the Springfield-Cogswell Hill Section, Project 117-F.

Very truly yours,

BET A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. H. Nash/AP
Encls.

Oregon State Highway Department — Project No. 119-B

SPRINGFIELD-COBSWELL HILL SECTION OF THE McKENZIE HIGHWAY

IN LANE COUNTY

(Estimate on Basis of Project Agreement. Based on Contract Prices.)

Salem, Oregon, March 18, 1929.

All Required	Clearing and Grubbing		$ 3,230.00
57,000 cu.yds	Excavation on West Unit	.30	17,100.00
61,000 cu.yds	Excavation on East Unit	.42	25,620.00
120,000 yd.sta.	Overhaul	.03	3,600.00
4,000 yd.mi	Truck Haul	.18	720.00
55 cu.yds	Cl. "A" Concrete (Culv. Sta 136+30)	20.00	1,100.00
6,100 lbs	Metal Reinforcement " " "	.04	244.00
100 lin.ft	12" Concrete Pipe	1.00	100.00
1,500 lin.ft	18" Concrete Pipe	2.00	3,000.00
300 lin.ft	24" Concrete Pipe	3.00	900.00
170 lin.ft	30" Concrete Pipe	5.00	850.00
100 lin.ft	48" Concrete Pipe	8.50	850.00
	Sub-total		$58,524.00
	10% E. & C.		5,838.00
	Total		$64,224.00

Length of Project - 7.338 miles
Cost per mile $8,681.34

State Funds Available $34,257.64
Federal Aid Requested 29,966.36 (82.23%)

$64,224.00

State Funds for Constr. - Chapter 178, Laws 1917, Chap. 31, Laws 1920
State Funds for Maint. - Sec. Sec. 17, 1917, Chap. 237, Laws 1917.

PR117F

March 15, 1929

Cochran Construction Company,
407 S. Syracuse,
Portland, Oregon.

Gentlemen:

We are sending to you today by express four copies of the contract that was recently awarded to you by the Highway Commission for the grading of the Springfield-Cogswell Hill Section of the McKenzie Highway in Lane County.

Will you please execute these as to agreement and furnish the required bond? When this is done return all copies to this office for completion by the Highway Commission, after which an executed copy will be returned to you for your records and files.

Your attention is called to that paragraph on page seven relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work in strict compliance with the provisions thereof.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

HBC:S

H. B. Claiayer
Chief Clerk

117-F

March 4, 1929

Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate accompanying plans and five copies of special provisions covering the Springfield-Cogswell Hill Project, 117-F.

Under separate cover we are sending five sets of blue print plans and one original set of cross sections of the project.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

JWF:HM
Encs

Oregon State Highway Department — Project 117-F

SPRINGFIELD-COBURN HILL SECTION

OF THE MCKENZIE HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement.)

February 25, 1929.

All Required	Clearing and Grubbing		$ 4,000.00
57,000 cu. yds.	Excavation on West Unit	$ .40	22,800.00
61,000 " "	" " East Unit	.50	30,500.00
130,000 yd. st.	Overhaul	.03	3,900.00
4,000 yd. mi.	Trunk Haul	.30	1,200.00
100 cu. yds.	Class "A" Concrete	25.00	2,500.00
10,500 lbs.	Metal Reinforcement	.10	1,050.00
100 lin. ft.	12" Concrete Pipe	1.50	150.00
1,500 lin. ft.	18" Concrete Pipe	2.00	3,000.00
200 lin. ft.	24" Concrete Pipe	3.00	600.00
170 lin. ft.	30" Concrete Pipe	4.00	680.00
100 lin. ft.	48" Concrete pipe	9.00	900.00
	Sub-total		$ 71,580.00
	10% Engr. & Cont.		7,158.00
	Total		$ 78,738.00

Length of project, 7.398 miles
Cost per mile, $10,643.14

State Funds available	$ 29,738.35
Federal Aid Requested	49,000.65
	$ 78,738.00

State funds for construction,- Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State funds for maintenance,- Res. Aug. 17, 1917; Chap. 257, Laws 1917.

C-8798 1M 9-28

COMMISSIONERS
H. S. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF J. S. SAWYER, DIVISION ENGINEER

SALEM

February 26, 1929.

PR-117-F

~~80-7A~~

Memorandum to Mr. Probert.

In compliance with your telephone request we are pleased to hand you attached hereto preliminary estimate of cost of the grading and surfacing of the Springfield-Cogswell Hill Section of the McKenzie Highway.

This estimate is, I think, alright to use for your Federal Aid report. However, I will probably want to make some minor changes in it for use in the bidding on March 8.

Very truly yours,

J. S. Sawyer,
Division Engineer.

JSS:JS

ESTIMATE OF COST

SPRINGFIELD-COGSWELL HILL SECTION

McKENZIE HIGHWAY

7.39 Miles	30' Roadbed			Feb. 26, 1929
Clearing and Grubbing	All Required			$4,000.00
Excavation	Single Classification Sta. 94+88 to 388,			
	57,000 cu. yds.		at $.40	22,800.00
Excavation	Single Classification Sta. 388 to 485+21.8,			
	61,000 cu. yds.		at .50	30,500.00
Overhaul	130,000 sta. yds.		at .03	3,900.00
Truck Haul	4,000 $\frac{1}{2}$ yd. mi.		at .15	600.00
12" concrete pipe culverts	100 lin. ft.		at 1.50	150.00
18" " " "	1,500 " "		at 2.00	3,000.00
24" " " "	300 " "		at 3.00	900.00
30" " " "	170 " "		at 4.00	680.00
Class "A" Concrete	100 cu. yds.		at 25.00	2,500.00
Reinforcing Steel	10,500 lbs.		at .10	1,050.00
				$70,080.00
		Plus 10% for engineering & contingencies		7,008.00
				$77,088.00

SURFACING

7.39 miles, 18' wide and 12" loose thickness at $9500 per mile, including 1000 yards oil rock per mile $70,000.00

PR 117 F

fte

ESTIMATE OF COST

SPRINGFIELD-COGSWELL HILL SECTION

McKENZIE HIGHWAY

7.39 Miles	30' Roadbed			January 2,1929.
Clearing and Grubbing	All required			$4,000.00
Excavation	Single Classification Sta. 94+88 to 388,			
	57,200 cu. yds.	at	.40	22,880.00
Excavation	Single Classification Sta. 388 to 485+21.8			
	60,900 cu. yds.	at	.50	30,450.00
Overhaul	140,500 sta. yds.	"	.03	4,215.00
Truck Haul	8,500 ½ yd. Mi.	"	.15	1,275.00
12" concrete pipe culverts	100 lin. ft.	"	1.50	150.00
18" " " "	1,460 " "	"	2.00	2,920.00
24" " " "	380 " "	"	3.00	1,140.00
30" " " "	170 " "	"	4.00	680.00
Class "A" Concrete	55 cu. yds.	"	25.00	1,375.00
Reinforcing Steel	4,600 lbs.	"	.10	460.00
				$69,545.00
	10% for engineering and contingencies			6,955.00
				$76,500.00

S U R F A C I N G

7.39 miles, 18' wide and 12" loose thickness at $9500 per mile, including 1000 yards oil rock per mile - - - - - - - - - -$70,000.00

CONTRACT #1075
1189,

PR 152-A DeMoss Springs-Grass Valley 1929-1931

1075
1189

PR 152-A DeMoss Springs-Grass Valley 1929-1931

1075
1184

#1189

PR 1529

September 25, 1931

Union Oil Company of California,
602 Yeon Building,
Portland, Oregon.

Attention of Mr. G. W. Schattner,
District Manager.

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 24th inst., in which you advise us of your claim in the sum of $360.69 against Nendling & Silkins who, you state, are subcontractors under J. F. Forbes to whom the State Highway Commission awarded the contract for the construction of certain bituminous macadam and non-skid wearing surface and oiling work on the Sherman, The Dalles-California and Columbia River Highways in Sherman, Wasco and Hood River Counties.

The project to which you refer is State Highway Contract #1189 and is known as The Dalles Oiling Project.

The bond furnished by the contractor in this instance was written by the U. S. Fidelity & Guaranty Company for whom C. O. Price is the local manager with offices in the Porter Building, Portland, Oregon.

Very truly yours,

STATE HIGHWAY COMMISSION .

By

Secretary

MBG:AJ

September 25, 1931

U. S. Fidelity & Guaranty Company,
C. O. Price, Manager,
Porter Building,
Portland, Oregon.

Gentlemen:

This letter is to inform you, as surety on the bond furnished by Mr. J. F. Forbes in connection with the contract awarded to him by the State Highway Commission, known as The Dalles Oiling Project (being State Highway Contract #1189) that we have today received information from the Union Oil Company of California, Portland, to the effect that Handling & Wilkins, who appear as subcontractors under Mr. Forbes, are indebted to them in the sum of $360.69 for petroleum products furnished to the subcontractors in the performance of the above mentioned work.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

HBG:AJ

CC J. F. Forbes,
110 E. Union,
Olympia, Wn.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

602-621 YEON BUILDING
Portland, Oregon

September 24, 1931.

RECEIVED
SEP 25 1931
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department,
Salem, Oregon.

Gentleman:

RE: J. F. Forbes
Bonded Job #1189
Sub-Contractors
Wendling & Wilkins
Hood River Account $360.69

According to our file we have been advised that contract job #1189, originally let to J. F. Forbes has been completed. During the months of September and October of 1930 and May and June of 1931 we made deliveries to Wendling & Wilkins who were working for Mr. Forbes in the capacity of sub-contractors, of merchandise in the amount of $360.69, which was used on this particular job and has not been paid for up to this time.

We are attaching itemized statement supported by an affidavit requesting that you kindly file this claim so that our interests might be protected. We are advised that the bond written in this particular case was furnished by the United States Fidelity and Guaranty Company whom we are also notifying today. In order that our records might be complete we are asking you to kindly acknowledge receipt of this claim definitely advising that same has been filed.

For your convenience in replying you will find inclosed a stamped, self-addressed envelope. Thanking you in advance, we are

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

G. W. Schattner
District Manager.

LC:R

ANSWERED
H. B. G.

STATE OF OREGON)
) ss AFFIDAVIT
COUNTY OF MULTNOMAH)

Charles R. Gross, of lawful age, being first duly sworn, deposes and says; That he is ~~DISTRICT MANAGER (ASSISTANT DISTRICT MANAGER) or~~ (DISTRICT ACCOUNTANT) of the UNION OIL COMPANY OF CALIFORNIA, a corporation, and as such ~~DISTRICT MANAGER (ASSISTANT DISTRICT MANAGER) or~~ (DISTRICT ACCOUNTANT) is duly authorized to make this Affidavit for and on behalf of the said Corporation; That he is familiar with the account of the Wendling & Wilkins -- ---------- with the said UNION OIL COMPANY OF CALIFORNIA and that all of the facts connected with said account are within his knowledge; that said account as represented by the attached itemized statement is true and correct; that there is now due, owing and unpaid on said account from said Wendling & Wilkins -- ---------- the sum of Three hundred sixty and 69/100 dollars ($360.69); that no part of said sum has been paid.

C. R. Gross

Subscribed and Sworn to before me this 24th day of September 1931.

W. A. Scott
NOTARY PUBLIC IN AND FOR COUNTY OF Multnomah, STATE OF OREGON

My Commission expires _____

MY COMMISSION EXPIRES OCT. 17, 1934

Plaintiff,

Civil Job—#1160

Defendant.

I certify that I have received
prior to the
and that I am the
Plaintiff

COMMISSION

EXPIRES

By

MENT

Union Oil Company of California

Producers and Refiners of Petroleum

PHONE ATWATER 9521

PORTLAND DISTRICT OFFICE
602-621 YEON BUILDING
PORTLAND, OREGON

TERMS OF SALE: 30 DAYS NET FROM DATE OF SHIPMENT. MONTHLY ACCOUNTS PAYABLE ON OR BEFORE 10TH OF MONTH FOLLOWING DELIVERY. NO CASH DISCOUNT ALLOWED. OVERDUE ACCOUNTS SUBJECT TO LEGAL RATE OF INTEREST.

WENDLING & WILKINS

HOOD RIVER OREGON

36 JOB 1189

YOUR CANCELLED CHECK IS YOUR RECEIPT.
DETACH AND RETURN WITH REMITTANCE TO OUR LOCAL OFFICE.

AMOUNT HEREWITH

$_____

DATE 193__	DESCRIPTION	CHARGES	CREDITS	LAST AMOUNT IS BALANCE DUE
SEPT 1930	BALANCE FORWARD—			
3	135 GAS 18½	24 98		
2	100 GAS 18½	18 50		
2	150 GAS 18½	27 75		
1	165 GAS 18½	30 53		
4	75 GAS 18½	13 88		
8	150 GAS 18½	27 75		
11	265 GAS 18½	49 03		
16	210 GAS 19½	40 95		
17	120 GAS 15½	18 60		
19	140 GAS 19½	27 30		
22	205 GAS 15½	31 78		
25	150 GAS 15½	23 25		
23	170 GAS 15½	26 35		
29	75 GAS 15½	11 63		
30	45 GAS 15½	6 98		
30	50 CORR PRICE 9/3 TO 9/19		45 20	
OCT 1930				
1	50 BALL ROLL 18¼	9 13		
13	30 GAS 15½	4 65		
11	50 GAS 15½	7 75		
11	200 GAS 15½	31 00		
13	160 GAS 15½	24 80		
23	150 GAS 15½	23 25		
MAY 1931				
21	200 GAS 12½	25 00		
JUNE 1931				
4	43 P P 60 65	27 95		
13	220 GAS 10½	23 10		
AUG 8	CASH		150 00	510 69 360 69

DATE PAID_____
CHECK NO._____
AMOUNT_____

Iron Drums and Barrels are for transportation purposes only and not to be held for storage. They remain the property of Union Oil Company of California until paid for, and it is agreed, and is a condition of the sale and delivery of oil therein, that all containers not returned in good order within a reasonable time are to be paid for at our prevailing quoted market price. Shipping receipts showing numbers on plates of containers returned must be sent to this office to secure proper credit.

UNION OIL COMPANY OF CALIFORNIA

Union Oil Company of California

KEROSENE AND DISTILLATE

August 22, 1931

Portland, Oregon

Union Oil Company of California
602-621 Yeon Building
Portland, Oregon

Gentlemen:

In response to your inquiry of August 21st, we wish to advise that final settlement has been made with J. F. Forbes in connection with his contract No. 1189, The Dalles Oiling Project.

This contract was completed on July 2nd and final payment was made on August 18th.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:FW

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 0521

602-621 YEON BUILDING
Portland, Oregon

August 21, 1931

The Oregon State Highway Commission,
Salem, Oregon

J. F. Forbes

Re: Wendling and Wilkins
Sub Contractors- Bonded Job-#1189
Delinquent Bal-$360.69

Gentlemen:

We are writing you to determine whether or not you have settled with J. F. Forbes on the above contract job. Kindly advise as to the date this contract was accepted, so that if the necessity arises, we may file our lien rights with the United States Fidelity and Guaranty Company to protect our claim.

For your convenience in replying and enclosing the above data, you will find attached, a self addressed, stamped envelope.

Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

G. W. Schettler
District Manager.

LC:RLB

Enc.

#1189
33BA

PP15-29

August 8, 1931

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1189 for the construction of the Dalles Oiling Project in Sherman, Wasco and Hood River Counties, consisting of 16 miles of bituminous macadam and 48.2 miles of non-skid wearing surface, has been completed by the contractor, J. F. Forbes, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 18th, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with the above contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this work will be $130,774.75 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

SUBJECT:

1159
33 BA
PR 1526

January 17, 1933

Union Pacific System,
Portland, Oregon.

Attention: C. A. Staver.
Your File # 324-0-D-12560

Gentlemen:

Receipt is acknowledged of your letter of January 15th in which you advise of having claim against J. F. Forbes for freight charges on car of asphalt delivered to Moro, Oregon.

Please be advised that Mr. Forbes headquarters address is 110 East Union St., Olympia, Washington.

The contract which Mr, Forbes had underway last season is described as follows: Contract No. 1159 - The Dalles Oiling Project in Sherman, Wasco and Hood River Counties. Bond was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price, Porter Bldg., Portland, Oregon, is resident agent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Glaisyer,
Secretary.

Dict. by J. McFarland.

orbes.

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

F. W. SERCOMBE, AUDITOR.
H. N. LADOW, ASSISTANT AUDITOR.
C. A. STAVER, AUDITOR OF MISCELLANEOUS ACCOUNTS.
J. C. M. DODDS, AUDITOR OF DISBURSEMENTS.
J. W. WHITE, AUDITOR OF FREIGHT ACCOUNTS.

IN YOUR REPLY PLEASE REFER TO
No. MM-9-D-12560

PORTLAND, OREGON JAN 15 1931

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

During May and June, 1930, J.F.Forbes, a contractor, was engaged in re-surfacing the highway at Moro, Ore.

Mr. Forbes is indebted to this Company for some charges on a car of asphalt delivered to him at Moro in connection with the work, which we have not been able to collect owing to the fact that we do not know where to get in touch with him.

Your department no doubt keeps in constant touch with contractors engaged in this kind of work, and too, if this particular job was done under contract with the State, it may be that you can, from your records, furnish us the information we desire.

Thanking you for any assistance which you may give, I remain.

Yours truly,

C A Staver
Atty

PR 152a

The Dalles Oiling Project

December 16, 1930.

Mr. J. F. Forbes,
110 East Union Street,
Olympia, Washington.

Dear Sir:

This is to advise that we are today preparing the semi-final voucher in connection with your contract for The Dalles Oiling Project, in which semi-final voucher we are including payment for all quantities of work performed to date, retaining only three per cent of the total amount thereof as required by law. This voucher will be mailed to you for signature either this afternoon or tomorrow morning.

We are informed by Resident Engineer J. N. Bishop that he does not have receipted copies of the oil company's bills for the asphalt and oil used in the work. Please, therefore, obtain for us receipted copies of such bills, or a certified statement from the oil company as to the quantities of oil and asphalt furnished. The receipted bills or certified statements should list each car of material separately, giving the car number and its tonnage of oil or asphalt.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:MA

DEPARTMENT OF OREGON

33 Ba

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R.E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

October 22, 1930

Mr. J. M. Devers, Attorney,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Devers: In re: Bond No. 3647283-Cascade Petroleum Co.

Replying to your letter of the 16th. I have before me copy of Governor Norblad's letter to Mr. Van Duzer, Chairman of the Highway Commission, relative to the above case, and as the Governor has recited the facts as they actually existed, showing that the bond was illegally used by Mr. Roberts who was not the president of the Petroleum Company, there is nothing further than I can add thereto.

Very truly yours,

Clarence D. Porter

Clarence D. Porter,
Manager.

CDP:EP

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

A.W. NORBLAD
GOVERNOR

October 21, 1930.

Mr. James Devers,
State Highway Commission,
STATE OFFICE BUILDING.

Dear Jim:

I am enclosing you, herewith, copy of a letter which I have written to each of the three Highway Commissioners respecting the matter of the bond covering the construction of a portion of the Sherman Highway in Sherman county, etc.

I am returning you, herewith, the affidavits of Mr. Gage and Mr. Aubry which you so kindly loaned me.

Very truly yours,

A.W. Norblad

Governor.

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

A.W. NORBLAD
GOVERNOR

October 21, 1930.

Mr. Roy Klein,
State Highway Engineer,
STATE OFFICE BUILDING.

Dear Roy:

I am enclosing you, herewith, copy of a letter which I have written to each of the three Highway Commissioners respecting the matter of the bond covering the construction of a portion of the Sherman highway in Sherman county, etc.

Very truly yours,

A W Norblad

Governor.

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

October 21, 1930.

COPY

Mr. C. E. Gates,
Medford, Oregon.

Dear Pop:

A number of months ago, my attention was called to the matter of the bond given by the Cascade Petroleum Company as principal and the Fidelity & Deposit Company of Maryland as surety, on a construction of a portion of the Sherman highway in Sherman county, a portion of The Dalles-California highway in Wasco county, and the Columbia River highway in Hood River county.

I made quite a thorough investigation of the matter at the time, and I had Mr. George H. Gage and Mr. Lloyd W. Aubry make affidavits in respect to this matter from which it appeared, in a general way, that the bond in question was in the office of Mr. Gage, signed by him but never intended to be delivered as a bond; that through misrepresentations, an employee of Mr. Gage was persuaded to unlock his desk, take out the bond and deliver it. Both of the affidavits are quite long and it is unnecessary for me to set the contents out in full. These original affidavits are in the possession of Mr. James Devers, attorney for the Commission.

The state did not lose any money in this matter and in a conversation with Mr. Roy Klein, Secretary of the Commission, he advised me just a few days ago, in line with what he had already advised me, that he could see no reason why the bond should be forfeited and that he would personally recommend that the bond be returned. I have taken it up with several members of the Commission and they, too, have felt the same way about it. It was simply a mistake, and after a thorough investigation of the circumstances, I am satisfied that the Commission should not attempt to make a recovery upon the bond.

It appears, however, that some time before I became interested in the matter, the Commission referred the matter to Mr. Devers, the attorney, for action, and all of my examination and interviews upon the subject have been since that time. Upon the minutes of the Commission as they now stand, Mr. Devers

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

#8. Gates.

is required to complete the forfeiture of the bond and has written a letter under date of October 16th addressed to the Cascade Petroleum Company and the Fidelity & Deposit Company of Maryland asking their attitude concerning the forfeiture of the bond.

In my judgment, having full knowledge of the facts in this case, it would be a sad mistake on the part of the Highway Commission to urge the forfeiture of the bond. Mr. Devers in a conversation with me yesterday said he could do nothing because of the condition of the record of the Commission. Since it is apparently the attitude of all the Commissioners, as well as Mr. Klein, that the bond should be cancelled and returned to the obligees, I will be very pleased to have you take up this matter at the next meeting of the Commission and have it disposed of in accordance with the apparent desires of the members of the Commission.

The obligees have appealed to me, I think they are right, and I have already indicated what I believe should be done in the matter. As I say, the original affidavits are in the possession of Mr. Devers. They are self-explanatory and will certainly show a good reason why no forfeiture on the bond should be demanded.

I do hope and trust that the matter will receive your final attention at the next meeting of the Commission.

With kindest personal regards, I am

Cordially yours,

Governor.

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH)

I, LLOYD W. AUBRY, being first duly sworn on oath, say as follows:

I am Assistant District Manager of the Richfield Oil Company of California for the State of Oregon. Mr. George H. Gage is Manager and I am his first Assistant, and have my office next to his in the Pacific Building, Portland, Oregon; our two offices having a connecting door.

My duties as Assistant, as aforesaid, require me frequently to go into Mr. Gage's office, and I was aware that Mr. Gage was in negotiations with Claude H. Roberts, Jr., and George A. Keep relative to a contract job for oiling of the Columbia River Highway in Wasco and adjoining counties. I had no occasion to sit in with these men in their conferences, but I knew in a general way what was under discussion as I from time to time went into Mr. Gage's office.

Mr. Gage has a large desk in his office in which he keeps not only company papers, but also in certain of the drawers his own private papers.

Mr. Gage is frequently out of the City and in order that I may have access to the [illegible], he has given me a key to [illegible] which unlocks [illegible] so as to give access to all [illegible] drawers of [illegible].

About twenty minutes [illegible], on the morning of March 26th, Mr. Roberts came to the office and when he learned from the girl that Mr. Gage was ill and would not be down to the office for some time, he was admitted to see me. He said that he had an appointment to meet Mr. Gage at nine thirty that morning. When I told him that Mr. Gage was ill and would probably not be down until the latter part of the afternoon, he became considerably

excited. He wanted to know what he was going to do about the papers that Gage had promised to turn over to him that morning. He stated that the bids were to be opened before the Commission at ten o'clock that morning and that the papers in the matter of a bid were all ready and that Gage had promised to give them to him.

I thereupon telephoned Mrs. Gage at the residence and asked to speak with Mr. Gage. In a few minutes Mrs. Gage returned stating that Mr. Gage felt too ill to come to the telephone. Mr. Roberts thereupon impressed upon me the vital importance of his being given possession of these papers. He represented to me that Gage had promised him the papers, that they were all ready for delivery, and that the understanding was that all he needed to do at that time was to come down and get them. With the background I had of having seen these men in negotiations the day before, and with the emphatic statement by Mr. Roberts that the papers were his and that they were all ready for delivery, and with his insistance that it was of vital importance that there be no delay, I was persuaded to unlock Mr. Gage's desk and deliver the papers to Roberts. I still had some hesitation and reluctance but Roberts assured me that it was all right, and that when Mr. Gage learned that I had delivered the papers, he would fully approve.

Before Roberts left the office, he sat down at the desk and in my presence made several changes in the writing on these papers.

I admit that I had no authority whatever to go into Mr. Gage's private papers and make delivery of any of the papers belonging personally to him, and I have regretted most deeply

that I was over-persuaded by Roberts. .

Lloyd W. Aubry

Subscribed and sworn to before me this 23rd day of April 1930

Robert S. Asher

Notary Public for the State of Oregon
My Commission expires May 18, 1932.

STATE OF ORLGON)
COUNTY OF) SS
MULTNOMAH)

I, Geo. H. Gage, being first duly sworn on oath, say that the facts in relation to the bid made by the Cascade Petroleum Company to the State Highway Commission of Oregon for the oiling of the Columbia River Highway in the counties of Sherman, Wasco and Hood River, and in connection with the bond of the Fidelity & Deposit Company of Maryland, given as bidder's bond with said bid, are as follows:

I am the President of the Geo. H. Gage Company, an Oregon corporation and Distributor of the Richfield products in the vicinity of Portland, State of Oregon, and am the District Manager of the Richfield Oil Company of California for the State of Oregon; that I have had no connection or relation whatever with the Cascade Petroleum Company except as herein stated.

That the Cascade Petroleum Company is owned chiefly by Geo. A. Keep; that Mr. Keep is a boyhood friend of mine and one whom I have known all my life, and my only connection with this bid and bond has been to aid, if possible, my friend.

That Keep, who had the Cascade Petroleum Company organized, and one Claude H. Roberts, Jr., a man who had some small experience with oiling roads, agreed between themselves that they would unite their forces in an endeavor to obtain a contract for road oiling. This company and these men were without any assets or resources whatsoever. They concluded that they would make a bid for the oiling of the Columbia River Highway for the counties aforesaid and I told Keep that I would assist him in this by helping to get the proper bond if, after investigation, I concluded that his bid was such a one as I could back and, further, if I felt that his whole set-up was one that I could approve.

These men prepared their bid and submitted the papers to

[illegible]. At the same time a bond ~~which~~ of the Fidelity & Deposit Company of Maryland was placed in my possession on the strength of my responsibility. On the afternoon of March 25th I met the representative of the Bonding company and Mr. Keep and Mr. Roberts in my office and I went over the matter with them. I made it very clear to all of these parties that I would not obligate myself nor release these papers until I had made a careful investigation and satisfied myself that the bid was one that the men could probably work out on and was in every respect legitimate. Upon this understanding I took the papers in my possession and locked them in my private desk in my office in the Pacific Building, Portland, Oregon.

That evening I spent several hours going over the work involved in this proposed contract and going into detail as to the various elements of this bid and I finally came to the conclusion that not only was the bidding company unqualified financially to undertake the work, but furthermore and particularly that the bid was some $25,000.00 or $30,000.00 too low. I thereupon definitely concluded that this particular bid was one that I could not recommend to my friend, nor assist him in carrying out and that I would not release the bid papers and the bond which were still in my private desk.

I was too ill the next morning to go down to my office. About twenty minutes of ten my wife came to me and said that my assistant, Mr. Aubry, was on the telephone on an urgent matter. I told her that I could not talk with him, and it was not until late in the afternoon that I learned that the papers had been released and had been presented to the Commission.

I thereupon, though ill, came down town and sought to get in touch with the Commission in order to explain the manner in which the papers had been put in their possession, without any authority or consent on my part, and in an endeavor to get the papers withdrawn.

I desire to state further that the bid submitted was not the bid of the Cascade Petroleum Company for the reason that it was signed by Claude H. Roberts, Junior, as president, when as a matter of fact, Roberts was not an officer, director or stock holder, at that time, of the corporation, and it was further signed by Keep as secretary, when, he in fact was at the time president of the corporation. It was contemplated, and it was my intention that the proper qualification of these men as officials of this corporation should be made before I would consent to the release of the bid.

I desire further to make it very emphatic in this my affidavit, that the papers were taken from my private desk and delivered to your Commission, not only without my permission or consent, but in absolute opposition to my intention in that respect, and that they were obtained as I am informed, and believe, from my assistant, Mr. Aubry, upon misrepresentation made to him by Roberts, and upon the pressure brought to bear upon Aubry that these papers were Robert's and that they must be delivered at once in order to be presented to the Commission at ten o'clock.

As stated above, I neither had nor have, any connection with the Cascade Petroleum Company of any nature whatsoever, and my sole interest was to help Keep.

However, neither the Cascade Petroleum Company nor Roberts nor Keep had any financial responsibility that would enable them to procure a bidder's bond. The representative of the bonding company would not write such a bond unless I, or someone financially responsible would guarantee its payment, and if the bond is forfeited the person who will eventually suffer, and lose to the State of Oregon the sum of $4250.00, is myself and no other. I submit that to cause a forfeiture of the bond under the circumstances outlined above would be a grave injustice and a serious wrong, and I further submit that the circumstances outlined above are not such as to require the Highway Commission of this state to cause such a forfeiture.

Geo H Gage

Subscribed and sworn to before me this 23rd day of April, 1930.

Walter S. Asher
Notary Public for the State of Oregon

My Commission expires May 18, 1932.

FR 152a

October 18, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We have your letter of October 15th, requesting a statement of the conditions which led to the award to A. S. Wallace of the contract for the furnishing of broken stone in stock pile for the Moro-Kent Section of the Sherman Highway, when the low bidders for the work were J. W. & J. R. Hillstrom. The contract referred to is involved in connection with work on the Dalles Springs-Grass Valley Project, Federal Aid Project No. 152-A.

Bids for the Moro-Kent contract were received on November 29th, 1927, and at the letting held on that date J. W. & J. R. Hillstrom were the low bidders on three projects as follows:

Heppner Junction-Inne - broken stone in stock pile, $21,448
Dufur-Deer Canyon - broken stone in stock pile, $41,950
Moro-Kent - broken stone in stock pile, $24,300

Investigation of the ability of J. W. & J. R. Hillstrom to handle all three of these projects indicated that they were not adequately equipped to perform and complete all of the work involved within the specified time limits. Inquiry of the contractors indicated also that in submitting bids for all three projects, they did not anticipate the possibility of their being low bidders on all of them, and that they themselves did not desire to be awarded the three contracts. With these considerations in mind, the Highway Commission awarded only two of the contracts to J. W. & J. R. Hillstrom, making the award of the third contract (Moro-Kent contract) to the second low bidder, A. S. Wallace.

The difference between the Hillstrom bid and the Wallace bid on the Moro-Kent Project was $1,220, which difference was considerably

less than the difference between the Hillstrom bids and the second low bids on the other two projects.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:KM

Yours very truly.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.
October 13, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to Oregon Federal Aid Project 152, Section A. De Moss Spgs. - Grass Valley

On September 19th you furnished us with a copy of Contract No. 1018, together with a print of the bid tabulations to cover the furnishing of Grade A, B, and C materials for this project. In reviewing the tabulation of bids it appears that J. W. and J. R. Hilstrom were the low bidders, whereas the contract was awarded to A. S. Wallace, the second low bidder.

Please advise as to the conditions covering the award to the second low bidder.

Yours very truly,

W. H. Lynch
District Engineer

#1189
33BA
PR 15-2a

September 30, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of September 19th concerning J. F. Forbes, contractor.

Please be advised that contract No. 1189 which is known as the Dalles Oiling Project on the Sherman, Columbia River and The Dalles-California Highways in Hood River, Sherman and Wasco Counties, consisting of 16 miles of bit. macadam and 46.2 miles of non-skid wearing surface was awarded to Mr. Forbes.

The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price, Porter Bldg., Portland, Oregon is resident agent. The amount of the bond is $69,505.50.The completion date of this contract is October 1st, 1930.

We are unable to advise you concerning the sub contractors, Wendling and Wilkins as all of our dealings are direct with the general contractor.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claisyer,
Chief Clerk.

Dict. by J. McFarland.

#1189

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

602-621 YEON BUILDING
Portland, Oregon

September 19, 1930

Oregon State Highway,
Salem, Oregon.

RE: J. F. Forbs
Bonded job

Gentlemen:

We are advised that Mr. J.F. Forbs has been awarded a bonded job, resurfacing State Highway with non-skid surface at or near the vicinity of Hood River, Oregon.

We are contemplating making deliveries to Mr. Wendling and Mr.Wilkins, who are the sub-contractors on this job, and we would appreciate receiving the following information. Kindly furnish us the full description of the job, the amount of same, and the completion date. We also wish to know the name of the bonding company, the amount of the bond and the local agent.

For your convenience in replying and enclosing this information, we are attaching a self addressed envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

E. L. Josten

District Manager

LC PM
enc.

Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

602-621 YEON BUILDING
Portland, Oregon

September 19, 1930

Oregon State Highway,
Salem, Oregon.

RE: Wendling and Wilkins
Bonded contract

Gentlemen:

We have been advised that Wendling and Wilkins have been awarded a bonded job, placing non-skid surface on the Columbia RiverHighway in the vicinity of Hood River.

We are contemplating making deliveries of petroleum products to be used on this particular job, and desire the following information. Kindly furnish us the complete description of this job, the amount of same and the approximate date of completion. We also wish to know the name of the bonding company and the amount of the bond, together with the local agents name who wrote same.

For your convenience in replying, we are attaching a stamped self addressed envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

E. L. Eastwood

District Manager

LC PM
enc.

Dict. by J. McF[illegible]

#1075
28PE
PR 1520

August 25, 1920

Sealey & Company,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of August 23rd concerning claims on the Knute Lien contract - Deschutes-Springs-Cross Valley Section of the Sherman Highway in Sherman County.

Please be advised that according to our records all claims of which we had a report of have been settled in full.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1075

...ualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, PRESIDENT

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

...O., GENERAL AGENTS
...RD OF TRADE BUILDING PORTLAND, ORE.

August 23, 1930

Highway Commission
State of Oregon
Salem, Oregon

Gentlemen: RE: Bond #1178705 - Knute Lien

Please advise us if all claims that have been filed with the State High-way Commission have been settled by Mr. Knute Lien in connection with the Grass Valley DeMoss Springs Contract.

We enclose a self-addressed, stamped envelope for your convenience, and thank you for your assistance.

Sincerely yours,

SEELEY & CO., Gen. Agents

A D Roueche

Underwriting Dept.

ADR:GP

#1075
2805

PP 152a

August 22, 1930

Fidelity & Casualty Co. of New York
Sealey & Company, agents
Board of Trade Building
Portland, Oregon

Gentlemens

This letter is to inform you that we have received information from the Deschs-Sage Hardware Co. of Baker, Oregon to the effect that they have received full settlement from Mr. Lein for supplies furnished to him in connection with his contract for the resurfacing of the Dufour Springs-Grass Valley Section of the Shereman Highway in Sherman County, State Highway Contract no. 1075.

This information is given you as you appear as surety on the bond furnished by Mr. Lein in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

cc Knute Lein

August 22, 1930

Basche-Sage Hardware Co.
Baker, Oregon

Gentlemen:

This letter acknowledges receipt of yours of the 18th instant in which you advise that your claim against Knute Lein for supplies furnished him on the De Moss Springs-Grass Valley Section of the Sherman Highway has been settled in full.

We wish to thank you for this information.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

STEEL AND HEAVY HARDWARE

AUTOMOTIVE, FARM, PLUMBING, MINE AND MILL SUPPLIES

BAKER, OREGON,

August 18, 1930

Oregon State Highway Commission,
Salem, Oregon.

RECEIVED
AUG 1 - 1930

Gentlemen:

This letter is to advise that we have received full settlement from Knute Lien for the supplies furnished him on the DeMoss Springs-Grass Valley highway job.

We are today writing Seely and Company, agents for the bonding company on this job, that this settlement has been made.

Very truly yours,

GAF HH

BASCHE SAGE HARDWARE COMPANY.

M French

ANSWERED
H. B. G.

33 Bu

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

August 18, 1930.

The Dalles Airline Project

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached please find Price Agreement No. 1, on Contract #1189, which we are submitting for your approval.

In case it is necessary to have the Surety Company sign this, please so advise us and we will take the matter up with Mr. Forbes.

Yours very truly

E. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c
enc.

FORM S-C-1 S-17416 2000 7-28

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

August 18, 1930.

File
33BA

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

I am sending herewith a letter addressed to the Oregon State Highway Commission and signed by Mr. J. F. Forbes wherein he agrees to substitute No. 2 Gasco for "E" Grade asphalt in the laying of the non skid wearing surface on the Columbia River Highway between Multnomah County line and The Dalles, which work is being done under Contract No. 1189.

If this meets with your approval, please return one copy of this letter with a notation thereon to the effect that Mr. Forbes' proposition is acceptable to you.

Yours very truly

C. W. Wanzer
Division Engineer

By K D Lytle
K. D. Lytle
Div. Office Engineer

RECEIVED
AUG 21 1930
OFFICE OF
MAINTENANCE ENGINEER

kdl/c
enc.

#1189
33 BA

PR 152a

July 28, 1930

Union Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of yesterday concerning J. F. Forbes, contractor.

Please be advised that Mr. Forbes has contract No. 1189 which is known as the Dalles Oiling Project in Sherman, Wasco and Hood River Counties on the Sherman, The Dalles-California and Columbia River Highways. This contracts consists of 16 miles of bit. macadam and 48.2 miles of non-skid treatment. The bond in connectionwith this contract was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price, Porter Bldg. Portland, Oregon is resident agent. The amount of the bond is $59,505.50 and the amount of the contract is $119,011.00. The completion date of the contract is August 31st, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon
July 28, 1930

JUL 29 1930

Oregon State Highway Commission,
Salem, Oregon

Re: J. F. Forbes
Olympia, Wn.

Gentlemen:

We are anticipating furnishing the subject with petroleum products for contract work which he is doing on The Dalles-California Highway just out of The Dalles.

We will greatly appreciate your supplying us with the name of the indemnity company which has written the bond covering this particular work and the approximate date of completion.

For your convenience, we are enclosing a self addressed, stamped envelope, trusting that you will favor us with this information at your earliest convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Tostevin

District Manager.

LH:RLB
Enc.

PR 152a

July 18, 1930

Seeley & Company, General Agents
Board of Trade Building
Portland, Oregon

Attention: O. W. Davidson

Dear Sir:

Replying to yours of the 16th instant concerning the claims of the Shell Oil Company and the Basche-Sage Hardware Company against Knute Lien, wish to say that we have a notice from the Shell Oil Company that their claim has been paid. We have not yet received such notice from the Basche-Sage Hardware Company.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

#1075

"SEECO"

& Co.

ANCE

AND MANAGERS

COUVER B. C. PORTLAND, ORE SEATTLE, WASH
ENDER ST. WEST BOARD OF TRADE BLDG. COLMAN BLDG

TIONS TO THE COMPANY

Portland, Oregon
July 16, 1930

Oregon State Highway Commission
Salem, Oregon

Attention: Roy A. Klein
State Highway Engineer

Gentlemen: Re: Knute Lien, Contractor
Construction of the DeMoss Springs
Grass Valley Section of the Sherman
Highway in Sherman County

Under date of June 23rd. you advised us that there were two claims against this contract; one of the Shell Oil Company and the other of the Basche-Sage Hardware Company.

Mr. Burroughs of the Shell Oil Company has just telephoned me that their account has been paid in full and stated that they would write you a letter to that effect.

I wonder if you have heard anything from the Basche-Sage Company.

With kindest personal regards, I remain

Very sincerely yours

SEELEY & CO. Gen. Agts.

O. W. Davidson

President

OWD:FM

ANSWERED
H. B. G.

#1075

CABLE ADDRESS "SEECO"

Seeley & Co.

INSURANCE

GENERAL AGENTS AND MANAGERS

SAN FRANCISCO, CALIF. 140 SANSOME ST | LOS ANGELES, CALIF. INSURANCE EXCHANGE BLDG | VANCOUVER, B. C. 418 PENDER ST WEST | PORTLAND, ORE. BOARD OF TRADE BLDG. | SEATTLE, WASH. COLMAN BLDG

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

Portland, Oregon
July 16, 1930

Oregon State Highway Commission
Salem, Oregon

Attention: Roy A. Klein
State Highway Engineer

Gentlemen: Re: Knute Lien, Contractor
Construction of the DeMoss Springs
Grass Valley Section of the Sherman
Highway in Sherman County

Under date of June 23rd. you advised us that there were two claims against this contract; one of the Shell Oil Company and the other of the Basche-Sage Hardware Company.

Mr. Burroughs of the Shell Oil Company has just telephoned me that their account has been paid in full and stated that they would write you a letter to that effect.

I wonder if you have heard anything from the Basche-Sage Company.

With kindest personal regards, I remain

Very sincerely yours

SEELEY & CO. Gen. Agts.

O. W. Davidson

President

OWD:FM

ANSWERED
H. B. G.

SEELEY SERVICE ON TIME WITH A SMILE

#1075
28E

PR 152a

SHELL OIL COMPANY

July 17, 1930

July 10, 1930

Shell Oil Company
1020 Chamber of Commerce Bldg.
Portland, Oregon

Attention: D. E. Burroughs

Gentlemen:

This acknowledges receipt of your letter of the 16th instant in which you advise that you now have no claim against Mr. Knute Lien for material furnished him in connection with his contract for the construction of the De Moss Springs—Grass Valley Section of the Sherman Highway, Mr. Lien having paid your account in full on July 10, 1930. We thank you for this information.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glairyer
Chief Clerk

HBG:W
cc Knute Lien
Warrendale, Oregon

Seeley & Company
Board of Trade Bldg.
Portland, Oregon

SHELL OIL COMPANY

1020 CHAMBER OF COMMERCE BUILDING

PORTLAND

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

July 16,1930

Mr. Roy A. Klein,
State Highway Engineer,
STATE of OREGON,
Salem, Oregon.

Dear Sir:-

Attention - Mr. H.B.Glaisyer

This is to advise that we have no claim against MR. KNUTE LIEN, on the De Moss Springs-Grass Valley Section, of the Sherman Highway job.

Mr. Lien paid the balance of this account, amounting to $900.73 on July 10,1930.

Yours very truly,

SHELL OIL COMPANY.

A. E. Burroughs,
District Credit Office.

DEB:N

Copy to Seeley & Co.,
Board of Trade Bldg.,
Portland, Oregon.

ANSWERED
H. B. G.

#1176
>80E

PR 1520

June 23, 1930

Fidelity & Casualty Company of New York,
Beeley & Company, Agents,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1075 for the construction of the Deluce Springs-Green Valley Section of the Sherman Highway in Sherman County has been completed by the contractor, Knute Lien, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 3rd, 1930.

The State has been advised of two claims against this contract, being claims of Shell Oil Company and Rancho-Sage Hardware Company. You are advised that the State assumes no responsibility for these or any other claims which may be filed.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

HI 075
2805
PR 1520

June 26, 1930

Healy & Company, General Agents
The Fidelity & Casualty Co. of N. Y.
817 Board of Trade Building
Portland, Oregon

Attention: A. D. Houseke
Underwriting Dept.

Unv.
5393

Gentlemen:

This acknowledges receipt of your letter of the 25th instant in which you object to releasing further payments to Emite Lien in connection with his contract for the resurfacing of the DeMoss Springs-Grass Valley Section of the Sherman Highway until he has paid all of the claims against this work.

We have no way of determining when all claims have been paid except by taking Mr. Lien's word for it. We shall endeavor to comply with your request, however, in so far as we are able to do so.

Very truly yours

Roy A. Klein
State Highway Engineer

by

HBG:S
cc Carl Smith

H. B. Glaisyer
Chief Clerk

noted
6-27

RCVD JUN 27 30
CARL H. SMITH

Sheet 6 Cont 3.

June 26, 1930

Mr. Knute Liem
2116 First Street
La Grande, Oregon

Dear Sir:

Attached hereto is a copy of a letter that we have today received from the Fidelity & Casualty Company of New York, surety on the bond furnished by you in connection with your contract for the resurfacing of the DeMoss Springs-Grass Valley Section of the Sherman Highway in Sherman County, in which you will note they object to our making any further payments to you in connection with the above contract until all claims of any nature whatsoever against this contract have been settled.

Since it is our practice to recognize a surety company's rights in connection with highway contracts, it will be necessary for us to comply with their request. We do not wish to handicap you in any way, but we can not do anything that will prejudice the bond. Will you please advise us when all outstanding claims have been paid?

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

Sheet 6 cont 27

JUN 27 '30

The Fidelity and Casualty Company of New York

June 26, 1930

June 25, 1930

SEELEY & CO., GENERAL AGENTS
617 BOARD OF TRADE BUILDING PORTLAND ORE

Seeley & Company, General Agents
The Fidelity & Casualty Co. of N. Y.
617 Board of Trade Building
Portland, Oregon

Attention: A. D. Kouecke
Underwriting Dept.

Gentlemen:

Re: [illegible]
State Highway Engineer
Salem, Oregon

Dear Sir: Abert: [illegible] Road File 25/13024
Knute Lien

We acknowledge receipt of your letter of June [illegible] relative to releasing any money [illegible] Knute Lien which we are holding [illegible] for the construction [illegible] Springs-Grass Valley [illegible] Highway.

This acknowledges receipt of your letter of the 25th instant in which you object to releasing further payments to Knute Lien in connection with his contract for the resurfacing of the DeMoss Springs-Grass Valley Section of the Sherman Highway until he has paid all of the claims against this work.

We have no way of determining when all claims have been paid except by taking Mr. Lien's word for it. We shall endeavor to comply with your request, however, in so far as we are able to do so.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
cc Carl Smith

H. B. Glaisyer
Chief Clerk

NEW AMSTERDAM CASUALTY CO.
ATTORNEY IN FACT

ANSWERED

"AMERICA FORE"

The Fidelity and Casualty Company of New York

ERNEST STURM, CHAIRMAN OF THE BOARD
WADE FETZER, PRESIDENT

CONTRACT
FIDUCIARY
DEPOSITORY
OFFICIAL
CUSTOMS
REVENUE
LICENSE
FRANCHISE
EXCISE
MISCELLANEOUS

CASUALTY LINES
ACCIDENT
HEALTH
LIABILITY
COMPENSATION
AUTOMOBILE
BURGLARY
ROBBERY
THEFT
PLATE GLASS
ELEVATOR
BOILER
ENGINE
MACHINERY
AVIATION

June 25, 1930

SEELEY & CO., GENERAL AGENTS
817 BOARD OF TRADE BUILDING
PORTLAND, ORE.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Mr. Klein: RE: Bond #1178705/13064
Knute Lien

We acknowledge receipt of your letter of June 23rd. We object very seriously to releasing any money or final payments to Knute Lien whom we are bonding under State Highway contract #1075 for the construction DeMoss Springs-Grass Valley Section of the Sherman Highway in Sherman County until all claims of any nature whatsoever have been settled.

Please acknowledge receipt of this letter.

Very truly yours,

NEW AMSTERDAM CASUALTY CO.
By A D Ronecke
ATTORNEY IN FACT

SEELEY & CO., Gen. Agents

A D Ronecke
Underwriting Dept.

ADR:GP

ANSWERED
H. B. G.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

2" - 1½"
PR 152A

June 25, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2800,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of June 14th, we are enclosing herewith four copies of supplemental price agreement covering 2" - 1½" materials stock piled on the Deloss Springs-Grass Valley Section, Project No. 152-A.

Very truly yours,

HOT A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

June 14, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

RECEIVED
JUN 17 1930
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 152-Section A, the DeMoss Springs - Grass Valley Section of the Sherman Highway.

In the specifications covering the B-7 type of bituminous macadam, Grade D Materials (2" - 1½") are called for. We do not find this size specified in the contract covering the crushing of materials, and evidently this size was crushed under a special price agreement. Will you please furnish us with four copies of the price agreement covering the Grade D Rock.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 152

June 8, 1920

Day, Hampton & Nelson,
800 Pacific Building,
Portland, Oregon.

Gentlemen:

In response to your request of May 26th we are herewith a copy of the contract and bond covering The Dallas Oiling Project which was awarded to J. F. Forbes.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

M. B. Gladeyne,
Chief Clerk.

Dict. by J. McFarland.

#1169
S Sma Hy

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

BEN C. DEY
ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
GEORGE L. BULAND
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT

May 26, 1930.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

We understand that you have entered into a contract with J. F. Forbes covering the oiling of certain portions of The Dalles-California Highway in Hood River, Sherman and Wasco Counties, Oregon.

Will you please let us have an office copy of the bond which you required Mr. Forbes to post, so that we can determine whether the persons supplying him with materials are protected thereby.

Thanking you for this information, we are

Very truly yours,

Dey, Hampson & Nelson

17/24

Ok
write ltr.
H L S

FORM 3-C-1 E-16548 1M 3-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 152a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR *
Ashland Springs
Grass Valley

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

May 31, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. R. H. Baldock.

Dear Sir:

Reference is made to your letter of May 31st., regarding "Price Agreement" No. 4, Contract No. 1075, which is attached hereto.

I did not have a chance to interview Lein so sent your letter to him by Mr. Slavens and he has replied to your question in the attached letter.

In as much as this material is outside the contract and had to be piled I would recommend that the $1.02 be paid as set forth in the agreement.

Yours very truly

K. D. Lytle

K. D. Lytle
Assistant Division Engineer

KDL:C
Enc.
cc. Mr. Lein.

RECEIVED
JUN 2 1930
STATE HIGHWAY COMMISSION
OREGON

RECEIVED
JUN 2 - 1930
OFFICE OF
MAINTENANCE ENGINEER

Warrendale,Ore.
May,27,1930

Mr.R.H.Baldock
Maintenance Engineer
Salem Ore.

Dear Sir;

Your letter of May 21 st. to Mr.K.D.Lytle with reference to price agreement covering certain materials produced under contract # 1075 has been called to my attention.
It is my opinion that the price as stated in the price agreement should apply to this class of material as there is no such material called for in the original contract the agreement which covers the special price of $ .95 could not apply.
However if this small item is the only thing that is holding up the payment of the final estimate on the above contract youmay change this price to $ .95

Yours very truly,

Knute Lien

C.C. K.D. Lytle

RECEIVED
JUN 2 1930
STATE OREGON
HIGHWAY

#1189

PR 152a

May 16, 1930

Standard Oil Company of California,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of May 14th concerning J. F. Forbes, contractor.

Please be advised that the above contractor was awarded state highway contract No. 1189 - The Dalles Oiling Project on the Columbia River, Sherman and The Dalles-California Highway in Hood River, Sherman and Wasco Counties. This contract consists of 18.0 miles of bituminous macadam wearing surface, 42.2 miles of non-skid wearing surface and 23.2 miles of oiling. The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price, Porter Building, Portland, Oregon, is resident agent. The amount of the bond is $59,505.50 and the amount of the contract is $119,011.00. The completion date of this contract is August 31, 1930.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1169

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
J. S. GORDON
F. C. EASTMAN
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

May 14, 1930

J. F. Forbes

State of Oregon Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

It is our understanding that the above contractor has been awarded the road oiling contract known as The Dalles Oil Project. We are furnishing petroleum products to be used in connection with this work, and in order to complete our files require the following information:

Complete description and location of work
Contract Number
Amount of the contract
Name and address of bondsmen furnishing the materialmen bond
Amount of the bond
Time limit to contractor or estimate of when job will be completed

For your convenience in replying a stamped and addressed envelope is enclosed.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By W L Muncy

CDE:LP
Enc.

PR 152 A

May 11, 1950.

Mr. W. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of substitute estimate for resurfacing covering the Dallas-Springs-Grass Valley Section, Oregon Project No. 152-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. K. Probert
Office Engineer

Dict by J. H. Koch/AP
Enclosures

Oregon State Highway Department — Project No. 152-A

DeMOSS SPRINGS-GRASS VALLEY SECTION OF THE SHERMAN HIGHWAY

IN SHERMAN COUNTY

(Substitute Estimate for resurfacing. Based on low bid prices for resurfacing and constructing bituminous macadam wearing surface.)

Salem, Oregon, May 12, 1938.

Resurfacing (Contract 1075)

18,000 cu.yds	Sub-base Course Resurfacing	$1.02	$18,176.00
4,200 cu.yds	Base Course Resurfacing	1.02	4,284.00
1,000 cu.yds	Top Course Resurfacing	1.02	1,020.00
2,500 cu.yds	Earth Filler	.25	625.00
5,000 yd.mi.	Filler Haul	.18	900.00
74,000 yd.mi.	Hauling Br. Stone (Truck Haul.	.18	13,320.00
4,900 cu.yds	Extra Resurfacing	.95	4,655.00
145,000 sq.yds	Oiling Macadam Base (State Forces)	.15	21,750.00

Bit. Mac. Wear. Surf. (Type B-5)(Sta. 285+74 to Sta. 479+00) (Sta. 2+00 to Sta. 1028+00) Aggregate (Contract 1075)

1,940 cu.yds	Gr. "A" Matls. in Stock Pile	1.02	$ 1,978.80
400 cu.yds	Gr. "B" Matls. in Stock Pile	1.02	408.20
1,670 cu.yds	Gr. "C" Matls. in Stock Pile	1.02	1,703.40
420 cu.yds	Screenings	—	—
6,700 yd.mi.	Hauling Br. Stone (Pile Haul)	.18	1,206.00

Aggregate - Contract 1018

780 cu.yds	Gr. "A" Matls. in Stock Pile	1.90	1,444.00
1,400 cu.yds	Gr. "B" Matls. in Stock Pile	1.70	2,380.00
2,790 cu.yds	Gr. "C" Matls. in Stock Pile	1.50	4,185.00

Constructing Bit. Mac. Wear Surf. (Type B-5)

13.5 Mi.	Prep. of Base	100.00	1,350.00
9,450 cu.yds	Placing Min. Aggregate	1.50	14,175.00
10,700 yd.mi.	Hauling Min. Aggregate	.25	2,675.00
800 tons	Asphalt in Place	29.00	17,400.00

Bit. Mac. Wearing Surf. (Type B-7) Aggregate (Contract 1075)

60 cu.yds	Gr. "A" Matls. in Stock Pile	1.02	61.20
40 cu.yds	Gr. "B" Matls. in Stock Pile	1.02	40.80
80 cu.yds	Gr. "C" Matls. in Stock Pile	1.02	81.60
170 cu.yds	Gr. "D" Matls. in Stock Pile	1.02	173.40
550 yd.mi.	Hauling Br. Stone (Pile Haul)	.18	99.00
10 cu.yds	Screenings	—	—

Constructing Bit. Mac. Wearing Surf.

0.8 Miles	Preparation of Base	100.00	$ 80.00
300 sq.yds	Placing Bit. Aggregate	1.50	540.00
330 yd.mi.	Hauling Bit. Aggregate	.20	96.00
22 Tons	Asphalt in Place	30.00	660.00
	Sub-total		$ 116,941.40
	10% E. & C.		11,694.14
	Total		$ 128,635.54

Length of Project - gross 13.795 mi.
Length of Br. 98m.854+35) .006 mi. (non participating)
Length of Project - net 13.789 mi.

Cost per mile $ 9,330.00

PP 042 A

March 22, 1930.

Mr. S. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompany specifications for the constructing of bituminous macadam wearing surface on the Dallas Springs-Grass Valley Section, Project No. 162-A.

We are likewise enclosing five sets of special provisions covering this work. Five blue prints showing the revised typical section were sent to you a day or so ago.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 153-A

DeMOSS SPRINGS-GRASS VALLEY SECTION OF THE SHERMAN HIGHWAY

IN SHERMAN COUNTY

(Estimate with specifications for construction of bituminous macadam wearing surface. Not as basis for substitute estimate.)

Bituminous Macadam Wearing Surface, (Type B-5)
(Sta. 285+74 to Sta. 479+00)(Sta. 3+00 to Sta. 102+00)

Aggregate - Contract 1075

1,940 cu.yds	Gr. "A" Matls. in Stock Pile	$1.02	$1,978.80
460 cu.yds	Gr. "B" ditto	1.02	469.20
1,670 cu.yds	Gr. "C" ditto	1.02	1,703.40
430 cu.yds	Screenings	-	- -
6,700 yd.mi.	Hauling Gr. Stone (Pile Mass)	.18	1,206.00

Aggregate - Contract 1018

780 cu.yds	Gr. "A" Matls. in Stock Pile	1.90	1,444.00
1,400 cu.yds	Gr. "B" ditto	1.70	2,380.00
2,790 cu.yds	Gr. "C" ditto	1.50	4,185.00

Constructing Bit. Mac. Wearing Surf. (Type B-5)

13.5 Mi.	Preparation of Base	75.00	1,012.50
9,450 cu.yds	Placing Min. Aggregate	1.10	10,395.00
10,700 yd.mi.	Hauling Min. Aggregate	.23	2,461.00
600 tons	Asphalt in place	28.00	16,800.00

Bit. Mac. Wearing Surface, (Type B-7)
Sta. 497+00 to 491+28.1 — 0+00 to Sta. 3+00

Aggregate - Contract 1075

60 cu.yds	Gr. "A" Matls. in Stock Pile	1.02	61.20
40 cu.yds	Gr. "B" ditto	1.02	40.80
80 cu.yds	Gr. "C" ditto	1.02	81.60
170 cu.yds	Gr. "D" ditto	1.02	173.40
550 cu.yds	Hauling Gr. Stone (Pile Mass)	.18	99.00
10 cu.yds	Screenings	—	—

Constructing Bit. Mac. Wearing Surf.

0.5 miles	Prep. of Base	50.00	15.00
300 cu.yds	Placing Min. Aggregate	1.10	396.00
330 yd.mi.	Hauling Min. Aggregate	.23	75.90
22 tons	Asphalt in Place	28.00	616.00
	Sub-total		$45,593.80
	10% Engr. & Cont.		4,559.38
	Total		$50,153.18

Length of Proj. (gross) 13.795 Mi.
" " Br.(Sta.554.25) .006 Mi (Non participating)

Length of Proj. (net) 13.789 Miles

PR 1520

May 12, 1930

Mr. J. F. Forbes
110 E. Union Street
Olympia, Washington

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for The Dalles Oiling Project on the Sherman, Dalles-California, and Columbia River Highways in Sherman, Wasco and Hood River Counties.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR 152a

Form 85 14451—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT Report No 44

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date April 8, 19[illegible], 19

Job name DeMoss Springs - Grass Valley

Week from March 30 to April 5

Mail address The Dalles, Oregon.

Highway Sherman

Telegraph or telephone address ditto

County Sherman Job prefix 28 P[illegible]

Express and freight address ditto

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This contract is now completed and the contractor is moving his crushing plant.

The maintenance piles are now being leveled off and when this work is completed the piles will be measurd and a final estimate sent in. This will be within a few days.

(See back of this sheet for instructions and detailed information.)

Signed J. N. Bishop P.E.

Title Resident Maintenance Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed ..... all

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... 6 *men,*

..... *teams,* ..... 2 *trucks*

Project will be completed about ..... completed

Number of men in Engineering Party ..... none

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

PR 152a

January 20, 1930

Nichols, Hallock & Donald
201 Sumner Building
Baker, Oregon

Attention Mr. Jas. T. Donald

Gentlemen:

Replying to your letter of the 15th inst. in which you request a list of jobs executed with Knute Lien, wish to say that the only contract that the Highway Commission has awarded to Mr. Lien is that for the resurfacing of the DeMoss Springs-Grass Valley Section of the Sherman Highway in Sherman County consisting of 16.4 miles, being designated as state highway contract #1075. It is our understanding that this job is complete at this time. The latest information available in this office indicates that it was 96% complete on November 10.

The surety on the bond furnished by Mr. Lien in connection with this work was the Fidelity and Casualty Company of New York, for whom Seeley and Company are local agents, with offices in the Board of Trade Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

LAW OFFICES
NICHOLS, HALLOCK & DONALD
SUITE 201 SOMMER BLDG.
BAKER, OREGON

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA

January 15th, 1930.

State Highway Commission,
Salem, Oregon.

JAN 17 1930
OREGON

Gentlemen:

We would appreciate it if you would advise us as to what jobs Knute Lien is now performing under contract for the State of Oregon, and also the name of the surety company underwriting his bond.

Yours very truly,
NICHOLS, HALLOCK & DONALD,
By

JTD MG

ANSWERED
H. B. C.

PR 152a

STENCIL NO. 125

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No._____ Jan 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 152-A.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By _____

Encls.

DeMoss Springs-Grass Valley, Resurfacing

Federal Aid Project No. 152-A

SUPPLEMENTAL SPECIFICATION RELATING TO EARTH FILLER

The material to be furnished under the item "Earth Filler" shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher, and/or the material below one-eighth (1/8) inch in size which is screened from the broken stone after crushing, and/or sand or sand loam obtained from such sources as the engineer may select and designate.

The use of clay as a "filler" or "binder" in the resurfacing will not be permitted.

APPROVED: [illegible]
ACTING CHIEF [illegible]

8-29-29

SPECIFICATION FOR OILING OF MACADAM BASE

DeMoss Springs-Grass Valley Section

Federal Aid Proj. No. 152-A

1. Description: - As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: - 18 feet with extra width as required.

3. Size of Aggregate: - Grade "AB" (3/4" to 1/8")

4. Oil: - As a cementing agent, both No. 3 oil and light tar shall be used. No. 3 oil shall have an asphalt content of not less than 94 per cent and shall have a visiosity of not less than 225 seconds (Float Test) at 122° F. Light tar shall conform with A.S.T.M. Specification D-104-27T.

5. Temperatures of Application: - No. 3 oil shall be applied at a temperature of 375° F. Light tar shall be applied at a temperature of 150° F.

6. Construction Procedure: - a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply light tar at a rate of one-quarter gallon per square yard.

   d. Spread Grade AB rock at a rate of .003 cubic yard per square yard.

   e. After the application of light tar has hardened and become dry, sweep the surface thoroughly and apply No. 3 oil at a rate of one-third gallon per square yard.

   f. Spread Grade AB rock at a rate of .015 cubic yards per square yard. Blade, broom and roll thoroughly.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Salem, Oregon,
June 24, 1929.

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

DeMOSS SPRINGS-GRASS VALLEY SECTION

Federal Aid Project No.152-A

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the multiple lift type. Its compacted thickness shall be one and one-half inches. The first lift shall consist of Grade "C" rock and No. 3 oil, and shall be slightly less than three-quarters of an inch in thickness. The second lift shall consist of Grade "B" rock, Grade "A" rock and No. 3 oil and shall be slightly less than one-half of an inch in thickness. The third and last lift shall consist of Grade "A" rock, sand and No. 3 oil and shall be slightly less than one-half of one inch in thickness.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone or crushed gravel of the kind and quantity hereinafter specified under the head "Mineral Aggregate".

The oil shall be asphaltic road oil (No. 3 oil) conforming in all respects with the specifications given hereinafter under the head "Road Oil". The manner of application of the oil shall also conform with the specifications given under the head "Road Oil".

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "C" aggregate. The oil shall be applied upon the prepared and oiled macadam base at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.026 cubic yard per square yard. The

aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second Lift of Bituminous Macadam:

The second lift of bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "B" aggregate and by an application of Grade "A" aggregate. The oil shall be applied at a rate of approximately 0.425 gallons per square yard. The Grade "B" aggregate shall be applied at a rate of 0.010 cubic yard per square yard and the Grade "A" aggregate shall be applied at a rate of 0.005 cubic yard per square yard.

This lift shall be thoroughly rolled and broomed, the Grade "A" aggregate being added while the rolling and brooming is in progress. The brooming shall be done with a non-revolving type of broom attached to the roller. After the lift is thoroughly compacted, it shall be allowed to stand under traffic for at least six days.

Third Lift of Bituminous Macadam:

The third lift of the bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "A" aggregate and by an application of sand or fine screenings. The oil shall be applied at a rate of 0.375 gallons per square yard. The Grade "A" aggregate shall be applied at a rate of 0.015 cubic yard per square yard, and the sand or fine screenings shall be applied at a rate of 0.003 cubic yard per square yard.

This lift shall be rolled and while the rolling is in progress, the fine aggregate shall be broomed about on the surface. The rolling and brooming shall continue until the oil has hardened and will absorb no more aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the wearing surface shall be proceeded with in the following manner:

Each day a length of road shall be laid out to be surfaced that day. The oiled macadam base on this length of road shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared base, the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the oiled base on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the

surfacing shall be constructed upon the first half of the roadway. In this manner, each of the lifts of bituminous macadam shall be constructed first on one half width and then on the other half width of the roadway, care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the centerline joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Aggregates Are In Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone and/or crushed gravel which the State has had produced for the purpose and now holds in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "C" materials shall all pass a 1 1/2 inch circular ring and be retained on a 3/4 inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will

give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be called No. 3 oil, and it shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall conform with the following requirements:

Asphaltic Residue of 80 Penetration	minimum	94%
Viscosity, Float Test at 122° F.	minimum	225 sec.
Flash Point, Cleveland Open Cup Test	minimum	425
Water and Sediment	maximum	1½%
Water	maximum	½%
Sediment	maximum	1 %
Bitumen (soluble in Carbon Bisulphide)	minimum	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	6
Bitumen Insoluble in 86° B paraffin naphtha	maximum	27
Penetration of Residue after loss on heating at 163° C. for 5 hrs.	minimum	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Designation		D243-26
Viscosity, Float Test at 122° F.	"	"	D139-27
Flash Point, Cleveland Open Cup	"	"	D 92-24
Water & Sediment, centrifuge Method	"	"	D 96-28
Water	"	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	"	D165-27
Loss on Heating	"	"	D 6-27
Penetration of Bituminous Materials	"	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agrioulture Bulletin 1216, revised September, 1928.

(Standard 1-29)

Manner and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure destributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new scr

Rolling:

The rolling referred to in the fore ecifications shall be done with three-wheeled power rollers, weighin than 10 tons each. The rollers shall begin at the edges of the surfac , overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

(Standard 1-29)

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measurement in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface", shall be the number of cubic yards of mineral aggregate actually inforporated in the work, the quantities to be measured in the trucks at the points of loading.

OUTLINE SPECIFICATIONS FOR

BITUMINOUS MACADAM WEARING SURFACE

to be constructed on

DE MOSS SPRINGS-GRASS VALLEY SECTION

FEDERAL AID PROJECT NO. 152-A

1. Type of bituminous macadam: Multiple lift.

2. Width: 18 feet with extra width as required on curves, at intersections, etc.

3. Thickness: 1 3/4 inches, compacted (700 Cu. yds. of aggregate per mile)

4. Sizes of aggregates:

	Size of opening all will pass	Size of opening none will pass
Grade "C"	1½ inch, circular	3/4 inch, circular
Grade "B"	3/4 " "	1/2 " "
Grade "A"	1/2 " "	1/8 " square
Sand	1/8 " , square	

5. Sand: Sand may be either coarse sand or fine screenings from crushed rock.

6. Oil: No. 1 oil shall be an asphaltic road oil having an asphalt content of 50 to 60 per cent and having a viscosity of 40 to 80 seconds (Saybolt-Furol) at 122° F. No. 3 oil shall have an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

7. Quantities of rock and oil per square yard:

	Rock (Cu.Yds.)	Sand (Cu.Yds.)	No. 3 Oil (Gals.)	No. 1 Oil (Gals.)
Preliminary light oil treatment	- -	- -	- -	0.35
Tack coat of heavy oil	- -	- -	0.15	- -
Main body of wearing surface				
1 st course	.016 Grade "C"	- -	0.25	- -
2 nd course	.016 Grade "C"	- -	0.25	- -
3 rd course	.0125 Grade "B"	.003	- -	- -
Seal coat (two courses)	.02 Grade "A"	.003	0.45	- -
	.0645	.006	1.10	0.35

8. Construction procedure:

a. Broom existing surfacing and apply No. 1 oil at a rate of 0.35 gal per square yard.

b. After the No. 1 oil has hardened and become dry, apply a tack coat of No. 3 oil, 0.15 gal. per square yard.

8. Construction procedure - Contd.-2.

c. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

d. Apply No. 3 oil, 0.25 gal. per square yard.

e. Spread grade "C" rock, .016 cu. yd. per sq. yd. Blade and roll.

f. Apply No. 3 oil, 0.25 gal. per square yard.

g. Spread grade "B" rock, .0125 cu. yd. per sq. yd. Blade and roll thoroughly, adding Grade "A" rock to fill voids.

h. Spread coarse sand or fine screenings, .003 cu. yd. per squ. yd. Allow the surface to stand under traffic for at least six days.

i. Broom to remove dust and apply No. 3 oil, .25 gal. per square yard.

j. Spread grade "A" rock, .01 cu. yd. per sq. yd. Blade and roll thoroughly. Allow surface to stand under traffic for about two weeks.

k. Broom to remove dust and apply No. 3 oil, .20 gal. per square yard.

l. Spread grade "A" rock, .01 cu. yd. per sq. yd. Blade and roll.

m. Spread sand or fine screenings, .003 cu. yd. per sq. yd.

9. Each application to be made in two strips: In order that traffic may use the road during the period that construction operations are in progress, each application of oil and succeeding spread of rock shall be made in two strips, each strip covering one-half of the width of the roadway, traffic being allowed to use the half of the roadway that is not being worked on at the time. Both strips of each application of oil and succeeding spread of rock shall be completed, however, before the making of the next application of oil is commenced.

SPECIAL PROVISIONS

De Moss Springs - Grass Valley Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A. M. (10:00 A. M.) on the eighth (8th) day of March, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 16.4 miles of broken stone resurfacing on the De Moss Springs-Grass Valley Section of the Sherman Highway, and of the furnishing of approximately 6,800 cubic yards of broken stone for use by the State in connection with betterment operations on the same section.

The north end of the project is at M.P. 14.8, which point is near De Moss Springs and about four miles north of the town of Moro. The south end of the project is at M.P. 31.2, which point is about 2.5 miles south of the town of Grass Valley.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than November 30, 1929.

BROKEN STONE RESURFACING

Standard Specification to Apply:

The broken stone resurfacing shall be constructed in accordance with the standard specification for "Rock Surfacing" as the same is given on page 28 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone resurfacing shall be clean broken stone manufactured from the hardest, most durable and otherwise most suitable rock available from either or both of the following quarries:

1. The Moro Quarry located in the town of Moro and about one-tenth mile east of the highway at M.P. 18.2.
2. The Grass Valley Quarry located about one-half mile north of the town of Grass Valley and about one-half mile east of the highway at M.P. 27.1.

It is contemplated that all materials required north of M.P. 22.85 will be furnished and delivered from the Moro Quarry, and that all materials required south of M.P. 22.85 will be furnished and delivered from the Grass Valley Quarry. If the contractor so elects, however, he may make all deliveries from one source. In that event, however, he will have to assume the cost of all haul in excess of what would have been required had the materials been delivered from the two sources as contemplated. Pay haul distances will, in all cases, be measured to the nearest of the two quarries, regardless of which of the quarries the materials were actually hauled from.

Sizes of Materials:

The broken stone to be used in the resurfacing work shall be of three sizes, viz: sub-base course broken stone, base course broken stone and top course broken stone.

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in screen through which all must pass.	Size of Openings in screen upon which all must be retained
Sub-base Course Material	2½ inch, circular	1½ inch, circular
Base Course Material	1½ " "	3/4 " "
Top Course Material	3/4 " "	1/8 " square

Each size or grade of material shall be well graded between the specified maximum and minimum limits.

Quantities per Mile:

The approximate quantities of new materials to be used per mile on different portions of the project will be as follows:

				Cu. Yds. per Mile		
M.P.	to	M.P.	Distance	Sub-base	Base	Top
14.8	to	18.8	4.0 miles	1,000	300	250
18.8	to	28.8	10.0 "	1,500	300	250
28.8	to	31.2	2.4 "	1,000	300	250

Preparation of Subgrade:

The existing surfacing shall be thoroughly scarified, after which all of the old surfacing materials shall be bladed from their present position on the subgrade, into windrows along the edges of the roadway. In the performance of this operation, care

shall be exercised to keep the old surfacing materials as free as possible from dirt and other objectionable matter, and if considered necessary by the Engineer, the areas upon which the old materials are to be windrowed shall be bladed and thus made free of weeds and other undesirable matter.

After the old surfacing materials have been windrowed, as above provided, the subgrade shall be reshaped so as to provide proper superelevation on curves and proper crown on tangents, and so as to be otherwise suitable to receive the resurfacing materials. If proper superelevation cannot be obtained by reshaping the old subgrade, new earth materials shall be brought in for this purpose, in which case, however, the contractor will receive extra payment for the excavating and hauling of the material required.

The subgrade shall be prepared only a short distance in advance of the placing of surfacing materials, and after it has once been prepared, it shall be maintained true to cross-section, grade and surface until covered. It must be in a condition satisfactory to the engineer at the time the surfacing materials are placed upon it.

Disposition of Old Surfacing Materials:

A part of the old surfacing materials which, as above provided, have been bladed into windrows at the edges of the roadway, shall be mixed with the upper three or four inches of the new subbase course materials, and the balance of them shall be mixed with the new base course materials, the mixing of the old materirls with the new materials being accomplished in each case in the same manner as is specified for the mixing of filler materials with the surfacing materials.

The mixing of the old materials with the new as here provided for, will to some extent take the place of the earth filler materials usually used in rock surfacing construction, but it is expected that in addition thereto some earth filler materials will be required in each of the courses of resurfacing materials.

Measurement and Payment:

Payment for the broken stone resurfacing constructed as specified will be made on the same basis as is specified in the standard specification for rock surfacing, except that separate payment will be made for the hauling of the materials, this separate payment to be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure."

Payment for the salvaging of the old surfacing materials and the incorporation of them in the resurfacing as specified, shall be understood to be included in the payments to be made for the new broken stone furnished and used in the work, and no separate

payment will be made for it.

In computing the number of yard miles of hauling to be allowed for, it will be assumed that each cubic yard of material has been delivered from whichever one of the two quarries hereinbefore described is the closer to the point at which the material is deposited. If any of the materials have not been so delivered, the cost of whatever excess haul may have been made, shall be borne by the contractor. Haul distances on the resurfacing materials will be measured in half-mile units, and fractional half-miles will be allowed for as full half-miles.

The resurfacing materials will be measured in the trucks at the point of loading.

BROKEN STONE FOR BETTERMENT

Work to be Done:

Under this specification the contractor shall furnish approximately 6,800 cubic yards of broken stone for later use in connection with betterment operations on the De Moss Springs-Grass Valley Section.

Quality of Materials Et Cetera:

The materials to be furnished under this specification shall be of the same kind and quality as is hereinbefore specified for the materials to be furnished for the resurfacing work.

The conditions governing the acquiring and developing of the source of materials shall also be the same as apply in connection with the resurfacing work.

Sizes and Grades of Materials:

The materials shall be of three sizes or grades, which sizes or grades will hereinafter be referred to as Grade "A", Grade "B" and Grade "C".

All of each grade of material shall pass a screen having openings of a certain size, and all of each grade of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of openings in screen through which all must pass.	Size of openings in screen on which all must be retained.
Grade "C"	1½ inch, circular	3/4 inch, circular
Grade "B"	3/4 " , "	1/2 " , "
Grade "A"	1/2 " , "	1/8 " , square

Delivery of Materials:

Of the 6,800 cubic yards of materials to be furnished, approximately 6,200 cubic yards shall be delivered in stock piles on such suitable sites alongside the highway as the engineer may select, and approximately 600 cubic yards shall be delivered into trucks at the quarry.

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the engineer.

The work involved in the preparing of the sites will be considered "extra work", and will be paid for accordingly.

Height and Form of Piles:

The piles shall be not less than ten (10) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable.

Separate piles shall be provided for each of the different grades of materials, and the piles shall be so arranged that there will be no possibility of the different grades becoming mixed.

Payment for Materials Delivered in Stock Piles:

For the materials delivered in stock piles, as above provided, payment will be made at the prices bid for the following items:

1. Grade "A" Materials in Stock Pile
2. Grade "B" Materials in Stock Pile
3. Grade "C" Materials in Stock Pile

In addition to payment at these prices, the contractor will receive an allowance for hauling at the price bid per yard mile for "Hauling Broken Stone, Pile Measure." The haul distances to be used in computing this allowance will be the distances from the points at which the materials are deposited, to whichever one of the two quarries hereinbefore described is the closer.

The quantities of stock-piled materials to be paid for shall be determined by cross-section measurement of the completed stock piles, no allowance being made for settlement or shrinkage. The volumes to be used in computing the yard miles of hauling to be paid for shall be determined in the same manner.

The haul distances to be used in computing the yard miles of hauling to be paid for shall be measured to the nearest one-hundreth of a mile and shall be so allowed for, except in cases where the total haul distance is less than one-half mile, in which cases a

full one-half mile of haul will be allowed for.

Payment for Materials Delivered into Trucks:

For the furnishing and loading of the broken stone to be delivered f.o.b. trucks at the source of materials as above specified, payment will be made at the prices bid for the following items:

1. Grade "A" Materials in Trucks
2. Grade "B" Materials in Trucks
3. Grade "C" Materials in Trucks

The quantities of materials delivered in this manner will be measured in the trucks at the points of loading.

For such hauling of these materials as may be done by the contractor, payment will be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure", the quantities to be measured in trucks and the haul distances to be measured in half-mile units.

MISCELLANEOUS PROVISIONS

Truck Loads to be Leveled:

To enable accurate measurement of those materials which are to be measured in trucks, the materials in each truck load shall be struck off or otherwise brought to a level surface. This work shall be done by the contractor at the point at which the trucks are loaded.

Use of Materials from Stock Piles:

The right is reserved by the State to use materials from stock piles before the piles have been entirely completed, and measured. In case materials are so used, payment for them will be made at the price which applies to the same class of material when delivered into trucks at the bunkers, allowance for the hauling of the materials from the bunkers to the stock pile site being made to the contractor at the price bid per yard mile for "Hauling Broken Stone, Truck Measure", the haul distances to be measured in half-mile units. The materials to be paid for in this manner will be measured in the trucks as they are loaded from the stock piles.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore FAP 152-A

Post Office Building
Portland, Oregon.

September 17, 1929

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

RECEIVED
SEP 18 1929
OREGON

Don

Aypv 5684

Form P. R. 2

State Oregon

Project No. 152, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of July, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of February, 1929, a project statement, which was approved by the Secretary on the 9th day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 9th day of March 1929, and approved by the Secretary on the 29th day of August, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of seventy-nine thousand, six hundred forty and 27/100

dollars ($ 79,640.27) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 51, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count_____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 285+74 near Dalles Springs, and survey station 1028+00 at Grass Valley at the north end of Federal Aid Project No. 90,

_____ terminal points, a distance of 13.795 miles, known locally as the Sherman Highway, Federal Aid Highway Route No. 12 from Biggs via Moro to a point on the Federal Aid Highway between Redmond and The Dalles southwest of Shaniko, Sherman County, being Section A of Oregon Federal Aid Project No. 152, consisting of 13.789 miles of roadway and one nonparticipating bridge of more than 20 ft. clear span 0.006 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of seventy-nine thousand, six hundred forty and 27/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-seven thousand, nine hundred seventy-seven and 30/100 dollars, the approved total estimated cost of Section A of said project.

8—5513

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

State

Oregon

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Resolution of August 7, 1917, Chap. 257,
(Include reference to statute authorizing

Laws of 1917.

_____
funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 29th day of August, 1931

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By [signature]
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL] By [signature]
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL] [signature]
Secretary of Agriculture.

8—6618

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 285+74 near DeMoss Springs, and survey station 1028+00 at Grass Valley at the north end of Federal Aid Project No. 99, locally known as the Sherman Highway, Federal Aid Highway Route No. 12 from Biggs via Moro to a point on the Federal Aid Highway between Redmond and The Dalles southwest of Shaniko, Sherman County,

[redacted]

and designated in the records of this Department as Section A of Project No. 152, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 127,977.30 as the total estimated cost of Section A of said project, and the sum of $ 79,640.27 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorized Federal pro rata share the [redacted] percent of said total estimated cost.

Done at the city of Washington, this 29th day of August one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4820

F.A. 152a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

September 9, 1929

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an approved copy of the estimate dated June 28, 1929 for Oregon Federal Aid Project No. 152-A. This estimate has been used as the basis of the project agreement.

We call to your attention the fact that the length of the non-participating structure at Sta. 554+25 has been deducted from the total length of the project. For your information we advise that by a recent ruling the lengths of non-participating bridges should not be included in the net length of the project unless participating surfacing is carried across them.

Very truly yours,

For

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

PR
152-A

August 27, 1928

Mr. C. W. Wenzer
Division Engineer
Bend, Oregon

Dear Sir:

The agreement with contractor Enebo Lien in regard to the change in quantities in connection with the DeMoss Springs-Grass Valley Project has been approved by Mr. Klein, and three copies of the same are being sent to you herewith. One of these copies is intended for your files and the other two are intended for the resident engineer and the contractor.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
SHP:AF

...000 11-28
...SIONERS
...VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

August 6th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed please find ~~five~~ six copies of the agreement (prepared by Mr. Devers at Mr. Baldock's request) signed by Mr. Knute Lien, contractor, to take or furnish crushed rock surfacing material from another quarry site than that specified in contract # 1075.

If the same meets with your approval will you kindly sign the same and return three copies to me, one being for my files, one for the resident engineer and the third one I will deliver to the contractor.

Yours very truly,

C. W. Wanzer

C. W. Wanzer
Division Engineer

CWW:I
Enc.
cc R. H. Baldock

OREGON STATE HIGHWAY DEPARTMENT

ALTERATION IN DETAIL

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Job: DeMoss Springs- Grass Valley

Highway: Sherman

County:

Contractor: Knute Lien

Address: La Grande

Date 8-1, 1929

Contract No. 1078

One copy has been attached to original copy of contract. This is an extra copy for the Contractor's file. Ltr. dated 8-1-29

In compliance with the request of the contractor permission is hereby granted to use and appropriate materials from a quarry site selected by the contractor, which quarry site is located at a point 100 feet west of mile post 17.6, in lieu of the quarry specified in the contract and described as being located 0.1 mile east of station 18.2. The conditions upon which the contractor is permitted to use said quarry are as follows:

The contractor agrees to assume the risk for the quantity of acceptable material available in the new quarry selected by him and described as being at mile post 17.6, and agrees to move his set-up, if necessary, to obtain sufficient acceptable material to complete the work in accordance with the wording of the contract or modifications thereof, all without additional cost to the state.

The term "acceptable material" will mean clean, hard rock, free from soft rock, clay or dirt seams. The rock shall show a percentage of wear of not more than 35%. The pay haul on the resurfacing material will be based on the haul as computed in accordance with the terms of the contract from the nearest of the two original quarries stated in the contract and will not be based on the new quarry selected. The pay haul on the maintenance material in stock piles will be based on the nearest of the two quarries actually used.

It is specifically understood between the contractor and the state that the selection of said new quarry and the acquisition of material therefrom shall in no event result in additional cost to the state, and in the event sufficient materials are not available from said new site the contractor will not be relieved thereby from furnishing the quantities of materials required by the state and provided for in the contract.

Recommended for approval:

W. A. Lytle
Resident Engineer

Signed:

Knute Lien
Contractor

Recommended for approval:

C. H. Stanger

Approved:

Roy A. Klein
State Highway Engineer

PW 152a

August 14, 1929.

Mr. F. L. Meyers,
Vice President
LaGrande National Bank,
LaGrande, Oregon.

Dear Sir:

Replying to your inquiry of the 12th inst., concerning Mr. Hunte Lien, wish to say that the State Highway Commission awarded a contract to him some time ago for the resurfacing and furnishing of betterment materials for the Dalles Springs-Grass Valley Section of the Sherman Highway in Sherman County, being state highway contract No. 1078. Mr. Lien's headquarters are at Grass Valley, Oregon.

The date of completion stated in the contract is November 30, 1929. He furnished the state with a bond in the sum of $30,000 which was written by the Fidelity and Casualty Company of New York, for whom Sealey & Co., are local agents with offices in the Board of Trade Building, Portland.

Very truly yours,

ROY A. KLEIN
State Highway Engineers

By

H. B. Glaisyer
Chief Clerk

HBG:AP

F. L. MEYERS, VICE PRESIDENT
H. E. COOLIDGE, CASHIER

A. T. HILL, PRESIDENT

3655

EARL ZUNDEL, ASST. CASHIER
H. A. ZURBRICK, ASST. CASHIER

La Grande National Bank

U. S. DEPOSITARY

La Grande, Ore.

August 13, 1929

Oregon State Highway Department
Salem, Oregon

Gentlemen:

We are interested in a party, by name, Knute Lein. Will you kindly inform us if he is filling a contract for the State. We understand his headquarters are at Grass Valley, and we understand that he is doing road work there. We would appreciate this information from you.

Yours very truly,

F. L. Meyers

F. L. Meyers
Vice President

FLM:MB

ANSWERED
H. B. C.

PR 152-A

June 28, 1929

Mr. W. H. Lymsh, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

The following is in regard to the De Moss Springs-Grass Valley Section of the Sherman Highway, Federal Aid Project No. 152-A.

When your Mr. Frickstad visited this project recently in company with our Mr. Baldock, it was agreed that approximately 2500 cubic yards of the top course material originally specified for use in the resurfacing work would be placed in stock pile instead of on the road and that these materials would later be used in connection with the oiling of the resurfacing, the oiling work to be performed by State forces. It was also agreed that certain changes would be made in the specifications for the bituminous macadam wearing surfacing which it is proposed to construct next year.

To provide for the above mentioned changes, we are submitting herewith revised specifications for the oiling of the macadam base and for the construction of the bituminous macadam wearing surface. We are also inclosing a revised estimate of cost and revised cost analyses.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Incl.
SHP:AF

Oregon State Highway Department — Project No. 188-A

DeMOSS SPRINGS-GRASS VALLEY SECTION OF THE SHERMAN HIGHWAY

IN SHERMAN COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices for Resurfacing and Bituminous Macadam Materials and Estimated Prices for Construction of Bituminous Macadam Wearing Surface.)

Salem, Oregon, June 28, 1929

Resurfacing - (Contract 1075)

18,800 cu. yds.	Sub-Base Course Resurfacing	$ 1.02	$ 19,176.00
4,200 cu. yds.	Base Course Resurfacing	1.02	4,284.00
1,000 cu. yds.	Top Course Resurfacing	1.02	1,020.00
2,500 cu. yds.	Earth Filler	.25	625.00
5,000 cu. yds.	Filler Heal	.18	900.00
76,000 cu. yds.	Hauling Broken Stone (Truck Haul.)	.18	13,680.00
4,900 cu. yds.	Extra Resurfacing	.95	4,655.00
145,000 sq. yds.	Oiling Macadam Base (State Forces)	.15	21,750.00

Bituminous Macadam Aggregate - (Contract 1075)

2,000 cu. yds.	Grade "A" Materials	1.02	2,040.00
800 cu. yds.	Grade "B" Materials	1.02	810.00
1,750 cu. yds.	Grade "C" Materials	1.02	1,785.00
800 cu. yds.	Sand	—	—
7,000 yd. mi.	Hauling Broken Stone (Pile Haul.)	.18	1,260.00

Bituminous Macadam Aggregate Produced Under Contract 1018

1,100 cu. yds.	Grade "A" Materials in Stock Pile	1.90	2,204.00
900 cu. yds.	Grade "B" Materials in Stock Pile	1.70	1,632.00
2,250 cu. yds.	Grade "C" Materials in Stock Pile	1.80	3,375.00

Construction of Bituminous Macadam Wearing Surface

9,120 cu. yds.	Constr. of Bit. Mac. Wearing Surface	2.85	25,992.00
145,000 gals.	No. 3 Oil (F. O. B. Moro)	.079	11,455.00
	Sub-total		$116,343.00
	10% Engr. & Cont.		11,634.30
	Total		127,977.30

Length of Project (gross) 13.794 miles
Length of Bridge (Sta. 554+25) .006 miles
Length of Project (net) 13.788 miles
Cost per mile - $ 9,281.70

State Funds Available	-	$ 48,337.03
Federal Aid Requested	-	79,640.27
		$127,977.30

State Funds for Construction - Chapter 178, Laws 1917; Chapter 31, Laws 1920.
State Funds for Maintenance - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

COST ANALYSES

DeMOSS SPRINGS-GRASS VALLEY SECTION

Federal Aid Project No. 152-A

1. **Oiling Macadam Base:-**

Items		Cost per sq. yd.
Light tar	(0.28 gal. @ $ .0281)	$ .022
No. 3 Oil	(0.333 gal. @ $ .0786)	.026
Rock	(0.018 cu. yd. @ $1.40	.025
Heating, hauling and applying oil		.015
Loading and hauling rock		.009
Blading, rolling and brooming		.032
Moving and setting-up plant		.010
Control of traffic		.011
	Total cost per sq. yd.	$0.15

2. **Construction of Bituminous Macadam Wearing Surface:-**

Items	Cost per Cu. yd. of Aggregate.
Preparation of macadam base	$0.20
Load, deposit, spread and roll aggregate	0.60
Hauling aggregate (Average 1.5 miles)	0.40
Heat, load, haul and apply oil	0.65
Shape earth shoulders	0.15
Traffic control	0.15
Supervision and general overhead	0.20
Contingencies and weather delays	0.35
Move, set-up and dismantle plant	0.15
Total	$2.85

SPECIFICATION FOR OILING OF MACADAM BASE

DeMoss Springs-Grass Valley Section

Federal Aid Proj. No. 152-A

1. Description: - As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: - 18 feet with extra width as required.

3. Size of Aggregate: - Grade "AB" (3/4" to 1/8")

4. Oil: - As a cementing agent, both No. 3 oil and light tar shall be used. No. 3 oil shall have an asphalt content of not less than 94 per cent and shall have a visiosity of not less than 225 seconds (Float Test) at 122° F. Light tar shall conform with A.S.T.M. Specification D-104-27T.

5. Temperatures of Application: - No. 3 oil shall be applied at a temperature of 375° F. Light tar shall be applied at a temperature of 150° F.

6. Construction Procedure: - a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply light tar at a rate of one-quarter gallon per square yard.

   d. Spread Grade AB rock at a rate of .003 cubic yard per square yard.

   e. After the application of light tar has hardened and become dry, sweep the surface thoroughly and apply No. 3 oil at a rate of one-third gallon per square yard.

   f. Spread Grade AB rock at a rate of .015 cubic yards per square yard. Blade, broom and roll thoroughly.

7. Correction of Defects: - Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Salem, Oregon,
June 24, 1929.

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

__ DeMOSS SPRINGS-GRASS VALLEY SECTION ___

Federal Aid Project No. 152-A

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the multiple lift type. Its compacted thickness shall be one and one-half inches. The first lift shall consist of Grade "C" rock and No. 3 oil, and shall be slightly less than three-quarters of an inch in thickness. The second lift shall consist of Grade "B" rock, Grade "A" rock and No. 3 oil and shall be slightly less than one-half of an inch in thickness. The third and last lift shall consist of Grade "A" rock, sand and No. 3 oil and shall be slightly less than one-half of one inch in thickness.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone or crushed gravel of the kind and quantity hereinafter specified under the head "Mineral Aggregate".

The oil shall be asphaltic road oil (No. 3 oil) conforming in all respects with the specifications given hereinafter under the head "Road Oil". The manner of application of the oil shall also conform with the specifications given under the head "Road Oil".

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "C" aggregate. The oil shall be applied upon the prepared and oiled macadam base at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.026 cubic yard per square yard. The

aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second Lift of Bituminous Macadam:

The second lift of bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "B" aggregate and by an application of Grade "A" aggregate. The oil shall be applied at a rate of approximately 0.425 gallons per square yard. The Grade "B" aggregate shall be applied at a rate of 0.010 cubic yard per square yard and the Grade "A" aggregate shall be applied at a rate of 0.005 cubic yard per square yard.

This lift shall be thoroughly rolled and broomed, the Grade "A" aggregate being added while the rolling and brooming is in progress. The brooming shall be done with a non-revolving type of broom attached to the roller. After the lift is thoroughly compacted, it shall be allowed to stand under traffic for at least six days.

Third Lift of Bituminous Macadam:

The third lift of the bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "A" aggregate and by an application of sand or fine screenings. The oil shall be applied at a rate of 0.375 gallons per square yard. The Grade "A" aggregate shall be applied at a rate of 0.015 cubic yard per square yard, and the sand or fine screenings shall be applied at a rate of 0.003 cubic yard per square yard.

This lift shall be rolled and while the rolling is in progress, the fine aggregate shall be broomed about on the surface. The rolling and brooming shall continue until the oil has hardened and will absorb no more aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the wearing surface shall be proceeded with in the following manner:

Each day a length of road shall be laid out to be surfaced that day. The oiled macadam base on this length of road shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared base, the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the oiled base on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the

surfacing shall be constructed upon the first half of the roadway. In this manner, each of the lifts of bituminous macadam shall be constructed first on one half width and then on the other half width of the roadway, care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the centerline joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Aggregates Are In Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone and/or crushed gravel which the State has had produced for the purpose and now holds in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "B" materials shall all pass a 3/4 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "C" materials shall all pass a 1 1/2 inch circular ring and be retained on a 3/4 inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will

give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be called No. 3 oil, and it shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall conform with the following requirements:

Asphaltic Residue of 80 Penetration	minimum	94%
Viscosity, Float Test at 122° F.	minimum	225 sec.
Flash Point, Cleveland Open Cup Test	minimum	425
Water and Sediment	maximum	1½%
Water	maximum	½%
Sediment	maximum	1 %
Bitumen (soluble in Carbon Bisulphide)	minimum	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	6
Bitumen Insoluble in 86° B paraffin naphtha	maximum	27
Penetration of Residue after loss on heating at 163° C. for 5 hrs.	minimum	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Designation		D243-26
Viscosity, Float Test at 122° F.	"	"	D139-27
Flash Point, Cleveland Open Cup	"	"	D 92-24
Water & Sediment, centrifuge Method	"	"	D 96-28
Water	"	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	"	D165-27
Loss on Heating	"	"	D 6-27
Penetration of Bituminous Materials	"	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

(Standard 1-29)

Manner and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure destributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tackometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

(Standard 1-29)

Surface Evenness:

The surface of the finished bituminous macadam shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of oil or rock or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the bituminous macadam wearing surface and rock shoulders as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

MEASUREMENT AND PAYMENT

For the construction of the bituminous macadam wearing surface as above specified, exclusive only of the furnishing of the mineral aggregates which, as hereinbefore stated, have been produced and stockpiled in the vicinity of the project under a prior contract, payment will be made at the stipulated prices for the following items:

1. No. 3 Oil (F. O. B. nearest rail point)
2. Construction of Bituminous Macadam Wearing Surface.

The quantities of oil to be paid for shall be the number of gallons used in the work as determined by measurement in the cars.

The quantity to be paid for under the item "Construction of Bituminous Macadam Wearing Surface", shall be the number of cubic yards of mineral aggregate actually inforporated in the work, the quantities to be measured in the trucks at the points of loading.

(Standard 1-29)

FORM 2-A-1 9-11551 6000 6-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATE, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

PR 152 A

May 24, 1929

IN REPLY PLEASE
REFER TO FILE NO.

Memorandum for S. H. Probert

This is to advise that $7500.00 should be set aside for state force work in connection with the DeMoss Springs-Grass Valley surfacing to care for sprinkling and rolling. This in accordance with my verbal conversation with you some time ago.

RHB:S

R. H. BALDOCK
Maintenance Engineer

cc C. W. Wanzer

FORM S A-1 D-11170 5M 1-38

Mr. Probe

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATEL, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 152-a

OREGON STATE HIGHWAY COMMISSION

SALEM

April 13, 1929

IN REPLY PLEASE REFER TO FILE NO.

W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Post Office Building,
Portland, Oregon.

Referring to your communication of April 3 regarding the Oregon Federal Aid Project 152-Section A, the DeMoss Springs-Grass Valley Section of the Sherman Highway in Sherman County.

Relative to your suggestion that the width of the sub-base be increased from 18 to 20 feet, advise that we agree with you in the statement that this will give more strength at the edge of the bituminous macadam wearing surface which will follow. However, the reason for increasing the quantity of rock on this project was not to increase the width but to increase the thickness.

It was quite evident during this spring breakup and frost that the provisions for the foundation on this project were inadequate and I am sure that Mr. Davis is conversant with the conditions that existed at that time. Consequently we feel that it would be a mistake to spread out the amount of rock we have now contracted for, including the increase in the quantities after the contract was let, from 18 to 20 feet.

We have already obligated ourselves for considerable expense on this job to provide adequate width at 18 feet surface and the necessary drainage in relation thereto and do not feel that the traffic on this highway would justify the increase of width from 18 to 20 feet which would demand an extra two feet of road bed and a considerable extra quantity of rock to insure stable foundation.

We are at the present time widening the grade by state force and have finished some miles of this reconstruction. If we should change from 18 to 20 feet it would be necessary to go over this work again. Furthermore, the addition of two feet required in grading would be very expensive on account of the relatively large quantities that would have to be moved. For

these reasons we would very much rather stay with our present plans on this project.

Yours very truly,

ROY A. KLEIN
State Highway Engineer

By

R. H. Baldock
Maintenance Engineer

RHB:HM

cc Mr. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

NOTED

State Highway Engineer

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 3, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to Oregon Federal Aid Project 152 - Section A, the DeMoss Springs-Grass Valley Section of the Sherman Highway.

Reference is made to other similar projects relative to increasing the width of the sub-base rock to 20-feet. We believe that by laying the sub-base rock to a width of 20-feet for the 18-ft. wearing surface is good practice, and will give the surfacing considerably more strength at the edges where a large percentage of the failures on oil roads occur. On this project there should be ample rock, in view of the increasing of the quantities since calling for bids.

We would be pleased to have your views on this.

Very truly yours,

W. N. Lynch

W. H. LYNCH
District Engineer.

REFERRED TO

By State Highway Engineer

April 3, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to Oregon Federal Aid Project 152 - Section A, the DeMoss Springs-Grass Valley Section of the Sherman Highway.

Reference is made to other similar projects relative to increasing the width of the sub-base rock to 20-feet. We believe that by laying the sub-base rock to a width of 20-feet for the 16-ft. wearing surface is good practice, and will give the surfacing considerably more strength at the edges where a large percentage of the failures on oil roads occur. On this project there should be ample rock, in view of the increasing of the quantities since calling for bids.

We would be pleased to have your views on this.

Very truly yours,

W. H. LYNCH
District Engineer.

Form 39—B-5202—1M—5-27.

OR... STATE HIGHWAY DEPARTM...

PR 152a

FIELD ENGINEER'S WEEKLY REPORT

NOTE
Report, No. 2

Date April 9, 1929, 192...

Job Name DeMoss Springs - Grass Valley

Week from March 31 to April 6

Mail Address The Dalles, Oregon

Highway Sherman

Telegraph or Telephone Address The Dalles

County Sherman Job Prefix 28 PE

Express and Freight Address ditto

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

"Resurfacing"

Went up on this job on the 1st. Saw Mr Russell again about the additional land for quarry and he wanted $400 for a hundred foot strip. I told him that I would recommend accepting his offer. Did not see him Lien and there was only one man and 4 horses working. They were stripping the quarry site within our present boundary .

Was on the job again the 3rd when Mr. Baldock and Mr. Wanzer made an inspection. We saw Russelland he agreed to deed us the 5 acres now held by a 10 year lease and the additional strip 100 feet wide for the sum of $500, which Mr. Wanzer agreed to accept. The only signs of work being done at the set-up was the man stripping. Don't think their lumber has arrived. On the 4th the lumber came in and they started to put up the bunkers. Weather has been very cold and windy with some snow.

"Grading"

Had 28 head of horses working all week and we made very good progress. We have about 3000 feet south and 3000 feet north of Grass Valley roughed in so that it can all be finished with a blade. Started compressor working on the 5th and as soon as ther is enough drilled we will move the teams back north of Grass Valley and work towards Moro. The first of the week we will move in south of Grass Valley and do all south of that place with it. A detailed statement of cost will be submitted next week showing various expenditures and amount of material moved. This is being made up in the field and should follow this report within a day or two.

Have an engineering party consisting of a transitman and two chainmen.

(See back of this sheet for instructions and detailed information.)

Signed [signature]

Title Resident Maintenance Engineer

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

16.4

Total miles surfacing on project .....

Miles completed ..... none

Miles partially done ..... none

Average daily yardage placed this week ..... none

Average daily yardage necessary to complete on time 176

Contractor's average force for week ..... 4 ..... men,

..... 2 ..... teams, ... 2 ..... trucks

Percentage of total required yardage now in place 0

Surfacing will be completed about ..... Dec 31, 1927

Number of men in Engineering Party 3

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR 152-A

April 2, 1929

Mr. Emste Lien,
Elk First St.,
La Grande, Oregon.

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the resurfacing of the Be Hoss Springs-Grass Valley Section of the Shermam Highway in Sherman County.

Very truly yours,

Ray A. Klein
State Highway Engineer

KAK:H

By

Enc. 1.

H. B. Glaisyer
Chief Clerk.

ER 152-A

WESTERN UNION

March 29, 1929.

Mr. K. D. Lytle,
Resident Engineer,
The Dalles, Oregon.

Dear Sir:

When you receive your copy of the contract for the Dallas Springs-Grass Valley Project you will notice that in the schedule of contract prices, two items have been added which did not appear in the proposal form, these items being as follows:

"Extra Resurfacing - 4,000 cu.yds @ $0.96
"Extra Br. Stone in Trucks — 10 cu.yds @ $0.95"

These items were added so that the sub-base course of the resurfacing could be constructed to a greater thickness than was at first contemplated, and on account of their being in addition to the quantities regularly bid on the contractor agreed to furnish extra materials at a price of seven cents below his bid price, the details of our agreement with the contractor being as described in the supplemental provisions attached opposite page 84 of the contract. When you analyze these provisions carefully you will find that the pay quantities of extra materials are indeterminate until all of the materials to be furnished under the contract have been produced. It will therefore be impossible to show these quantities in any of the monthly estimates, but when the final estimate is submitted, the quantities of extra materials will be expected to be shown in their separate columns.

In case there is anything about these supplemental provisions that is not entirely clear, we will be glad to provide whatever explanation may be necessary.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office

SHP:AP

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

Form 1206 A

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PORTLAND, OREGON MARCH 28, 1924

RECEIVED
MAR 15 1929
OREGON
HIGHWAY COMMISSION

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM, OREGON

BASCO EXPLOSIVE COMPANY PROTESTING VIGOROUSLY AGAINST USE OF ROCK STATION CRUSHER BY STATE HIGHWAY COMMISSION TO OPEN OLD QUARRY, STATE OPERATIONS WILL CUT OFF ACCESS WAREHOUSE PROTESTING RECEIPT GREAT. ALSO PROTEST ACCIDENT DANGER TO WAREHOUSE. CONTRACT IN THEIR HANDS WE ARE INVESTIGATING FURTHER. ASSIST IN STRAIGHTENING THIS OUT.

S. MURRAY

CC Mr. Geo. W. Malmth
Mr. H. A. Roberts

CONFIRMATION

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

JWW:EM
KMCS

PR 152-A

March 6, 1929

Bureau of Public Roads,
Box 3900,
Portland, Oregon.

Gentlemen:

We are enclosing herewith five sets of special provisions covering the resurfacing and furnishing of bituminous macadam materials on the De Moss Springs-Grass Valley Section, Oregon Project 152-A.

Under separate cover five sets of blue print plans are also being forwarded. The special provisions covering the bituminous macadam wearing surface and the estimate accompanying the specifications will be forwarded in the next day or two.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

JHH:EM
ENCS

PR 152-A

March 6, 1919.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate and unit price analysis, with specifications covering the Dallas-Springs-Grass Valley Section, Project 152-A.

We are also enclosing five copies of special provisions covering the construction of the bituminous macadam wearing surface.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. L. Probert
Office Engineer

Dict by J. W. Smith/AP
Encls.

Oregon State Highway Department — Project No. 158-A

DeMOSS SPRINGS-GRASS VALLEY SECTION OF THE SHERMAN HIGHWAY

IN SHERMAN COUNTY

(Estimate with Specifications, Not as Basis for Project Agreement.)

March 6, 1929.

Resurfacing (Estimated Prices)

18,900 cu.yds	Sub-base Course Resurfacing		$1.45	$27,200.00
4,200 cu.yds	Base " "		1.55	6,510.00
3,450 cu.yds	Top " "		1.70	5,865.00
2,500 cu.yds	Earth Filler		.25	625.00
5,000 cu.yds	Filler Haul		.20	1,000.00
69,000 cu.yds	Hauling Broken Stone (Truck Measure)		.17	11,730.00

Bituminous Macadam Aggregate (Estimated Prices)

1,900 cu.yds	Grade "A" Materials		1.45	2,755.00
850 cu.yds	Grade "B" "		1.55	1,282.50
2,650 cu.yds	Grade "C" "		1.15	3,047.50
900 cu.yds	Sand		—	—
7,000 yd.md	Hauling Broken Stone (Pile Measure)		.19	1,330.00

Bituminous Macadam Aggregate (Produced under Contract 1018) and Based on Contract Prices)

1,160 cu.yds	Grade "A" Materials in Stock Pile		1.90	2,204.00
980 cu.yds	Grade "B" " " "		1.70	1,666.00
2,250 cu.yds	Grade "C" " " "		1.50	3,375.00

Construction of Bituminous Macadam Wearing Surface (Estimated Prices)

10,770 cu.yds	Mineral Aggregate in Place	1.20	12,924.00
1,388 bbls.	No. 1 Oil in Place	4.65	6,417.00
4,160 bbls.	No. 3 Oil in Place	6.00	24,900.00

Sub-total	$ 112,857.00
10% E. & C.	11,285.70
	$ 124,142.70

Length of Proj., gross 13.794 mi.
Length of Bridge, Sta. 554+35 .006 Mi.
Length of Proj. net 13.788 Mi.
Cost per Mile $9,003.67

State Funds Available - $46,888.70
Federal Aid Requested - 77,254.00 — $ 124,142.70

State Funds for Construction - Chap. 178, Laws 1917; Chap. 51, Laws 1920.
State Funds for Maintenance - Chap. Res. Aug. 17, 1917; Chap. 237, Laws 1917.

UNIT PRICE ANALYSIS

DeSOTO SPRINGS - GRASS VALLEY SECTION

Project No. 152-A

Resurfacing and Bituminous Macadam Materials

Item	On Road	In Stock Pile
Sub-cup	$0.144	$0.144
Overhead and Superintendence.	0.144	0.144
Quarry and Crush.	0.805	0.805
Fleeing and Finishing	0.407	—
Stock Piling.	—	0.107
Shrinkage (Stock Pile Measured)	—	.10
Average Price per Cu.Yd.	$ 1.500	$ 1.300

Construction and Fleeing Oil	No. 1	No. 3
Heating	$ 0.35	$ 0.70
Hauling and Applying.	.45	.70
Cost of Oil (F.O.B. Portland)	1.15	1.85
Freight to Mare	0.75	1.80
Sub-up and Dismantle Plant	0.05	0.12
General Overhead and Superintendence.	0.15	0.15
Bond and Insurance	0.15	0.15
Preparation of Macadam Base	0.55	—
Upkeep of Macadam Base	0.50	—
Flagmen and Traffic Control	0.20	0.30
Weather delays and contingencies	0.36	0.40
Per Barrel	$ 4.66	$ 6.00

Fleeing Mineral Aggregate

Loading	$0.22
Hauling.	0.38
Rolling	0.12
Spreading	0.12
General Overhead and Superintendence.	0.15
Sub-up.	0.05
Shoulders	0.05
Hand Work Spotting	0.03
Weather delays and contingencies.	0.10
Price per cu.yd	$ 1.20

CONTRACT # 1076,

SEE:
CONTRACT # 525

28

197[illegible]FE: Contract 525

CONTRACT # 1083

PR 148-A Sage Hen Hill-Burns 1927-1933

1083

STENCIL NO. 124

FAP 148-A

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. FAP 148-A

Post Office Building
Portland, Oregon.

December 3, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

P.S. One copy of approved Special Provisions, special specifications accompanying supplemental agreement, and one copy of approved estimate, upon which modified project agreement has been based, are enclosed.

[illegible] approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

COPY

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work Performed Without Contract

Job Vale Oiling Project

Highway

Date May 19, 1930.

County Malheur and Harney

Contract No. 1154

Contractor J. C. Compton,

Price Agreement No.

Address McMinnville, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Change in specifications as noted.

Location by station numbers: Burns - Sage Hen Hill Section.

Names of pay items, estimated quantities and agreed prices: Price of $50.00 per mile for cleaning and placing rock mow on the roadway over application of oil.

Call this item "Blading Work Involved in Oil Binding of Base Macadam."

Specifications, [redacted] See attached sheet.

(Use back of sheet if more space is required

Recommended for approval:

W. W. Stiffler (Sd)
Resident Engineer.

Signed:

J. C. Compton (Sd)
Contractor.

Recommended for approval:

H. C. Smith (Sd)
Division Engineer.

Approved:

Roy A. Klein (Sd)
State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

COPY

Preparation of Base:

The preparation of the base by means of the M-1 specification shall be eliminated, otherwise the preparation of base shall be as specified.

Salvaging the Mineral Aggregate on the Roadway on both Units A and B, Section 6:

The coarser portion of the loose mineral aggregate now on the roadway shall be salvaged and used in the following manner:

#1 The coarser portion of the loose material shall be bladed on one half the width of the roadway after which the remaining half shall be thoroughly swept and cleaned. The coarser portion of the mineral aggregate shall again be moved over upon the half of the roadway that has just been swept after which the second half shall be thoroughly swept and cleaned.

#2 An application of #3 road oil at the rate of 1/4 gallon per square yard shall then be made upon the clean half of the roadway and shall immediately be covered by the coarse mineral aggregate by means of blade graders so manipulated that the wheels will not come in contact with the oil. The remaining half shall again be swept clean followed by an application of #3 road oil and covered by the excess loose aggregate in place on the remaining half of the roadway. Additional material shall be spread and hand spotted to give a complete cover of stone after which the mineral aggregate shall be thoroughly broomed and rolled and allowed to stand under traffic four or five days.

Alteration in Plan Applying Particular to Unit B, Section 6.

This section involves the construction of a bituminous macadam, type B-2, and the construction shall proceed in accordance with the contract specification with the following exceptions:

The excess mineral aggregate placed upon the application of oil made as above described shall be removed by blading and brooming after which a tack coat of .15 gallons per square yard of grade K asphalt shall be made.

Specifications Applying Particularly to
Unit A, Section 6:

#1 The excess mineral aggregate placed on top of the first coat of oil, placed as above described, shall be removed by blading and brooming until the surface is thoroughly cleaned.

#2 An application of .35 gallons per square yard of #3 road oil shall be made followed by a spread of .015 cubic yards per square yard of stone hauled from stockpiles. This shall be bladed, brocmed, hand spotted and rolled in accordance with the method as given in the contract.

Measurement and Payment:

Measurement and payment shall be made in accordance with the items of the contract prices as described in the special provisions attached to the contract with the exception of the item of "Salvaging Mineral Aggregate" for which no price was given in the original contract. The quantity to be paid for at the supplementary price bid for "Salvaging Mineral Aggregate" shall be the number of miles of the work necessarily performed in the cleaning of the mineral aggregate now on the roadway surface by blading and brooming and the covering of the first application of oil with the coarser, cleaner particles of mineral aggregate by blade graders. The amount of salvaging of the mineral aggregate shall be understood to be the number of miles or fractions thereof on which this type of work is performed in accordance with the Supplementary Provisions as given herewith. Fractional miles shall be measured in one tenth mile units.

APPROVAL RECOMMENDED
FOR APPROVAL N.F.M. per Bruce
DATE R.O. SEP 5 1930

Agr. 5719

Oregon Federal Aid Project No. 148, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on August 5, 1929, by the State Highway Commission of Oregon, and on September 17, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 148, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section A to provide for the construction of a multiple lift bituminous macadam wearing surface between stations 1609+04 and 1645, a distance of 0.681 of a mile, and an oil mat surface treatment between stations 952+50 and 1609+04, a distance of 12.390 miles; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $80,789.50 to $109,134.30, and that the Federal funds approved and set aside to the credit of said Section A be increased from $50,275.30 to $67,914.27:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

Oregon Legislative Bill Service

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of sixty-seven thousand, nine hundred fourteen and 27/100 dollars ($67,914.27) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-seven thousand, nine hundred fourteen and 27/100 dollars ($67,914.27), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred nine thousand, one hundred thirty-four and 30/100 dollars ($109,134.30), the approved total estimated cost of Section A of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 8th day of October, 1930, and the Secretary of Agriculture on the 15th day of November, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By H B Bowerman
Chairman, State Highway Commission

By C E Gates
Member, State Highway Commission

By _____
Member, State Highway Commission

C M Mariner
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 145, Section A.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~roadbed~~ road between survey station 952+50 in Sec. 31, T.23 S., R.29 E., W.M., and survey station 1645+00 in the N.E.¼ of Sec. 26, T.23 S., R.30 E., W.M., approximately 1.4 miles west of the city limits of Burns, locally known as the Bend-Burns Highway, Federal Aid Highway Route No. 21 between Sage Hen Hill and Burns, Harney County, and designated in the records of this Department as Section A of Project No. 148, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 109,134.30 in lieu of the $50,275.30 approved by Certificate of Sept. 17, 1929, Section A of as the total estimated cost of said project, and the sum of $ 67,914.27/ Section A of as the authorized Federal pro rata share of the United States, payable under said acts on account of such project, which does not exceed the/ ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 15th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin

Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4810

ARS

SPECIAL PROVISIONS

Vale Oiling Project

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon at ten o'clock A.M. (10:00 A.M.) on the twenty-seventh day of February, 1930.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 11.40 miles of bituminous macadam wearing surface and of the performance of 65.30 miles of road oiling work. The work is to be done on the following sections of highway.

Section No. 1, Snake River Slides Section of Old Oregon Trail
Section No. 2, Ontario-Nyssa Section of Old Oregon Trail
Section No. 3, Vale-Cairo Section of the Johnway Highway
Section No. 4, Ironside-Brogan Section of John Day Highway
Section No. 5, Harper-Vale Section of Central Oregon Highway
Section No. 6, Sage Hen Hill-Burns Section of Central Oregon Hwy.

Sections Nos. 1, 2, 3, 4, and 5 are in Malheur County. Section No. 6 is in Harney County. The exact limits of each section and the kind or kinds of work to be performed on each are to be as hereinafter specified.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than August 31, 1930.

KIND AND TYPES OF CONSTRUCTION

There are to be three kinds or classes of construction, as follows:

1. Bituminous Macadam Wearing Surface.
2. Road Mix Surface Treatment.
3. Oil Mat Surface Treatment.

The bituminous macadam wearing surface is to be of two types one of which will be referred to as Type B-2, and the other of which will be referred to as Type B-6.

The road mix surface treatment is to be of three types, which types will be referred to as Type M-1, Type M-2, and Type M-3.

The oil mat surface treatment is to be of two types, one of which will be referred to as Type O-8, and the other of which will be referred to as Type O-29.

Detailed specifications for each class and type of construction are given hereinafter.

WORK TO BE DONE ON EACH SECTION

The work to be done on each of the six sections of highway hereinbefore referred to is to be as follows:

Section No. 1: Section No. 1, known as the Snake River Slides Section of the Old Oregon Trail, extends from mile point 395, about nine miles east of Huntington, east to mile point 403. The work to be done on this section consists of the construction of eight (8.0) miles of bituminous macadam wearing surface, all of which is to be of the B-6 type.

Section No. 2: Section No. 2, known as the Ontario-Nyssa Section of the Old Oregon Trail, extends from mile point 421.86, near the south limit of the town of Ontario, south to mile point 434.28 at the Snake River Bridge in the town of Nyssa. The work to be done on this section consists of 2.0 miles of road mix surface treatment (type M-2) and 2.98 miles of oil mat surface treatment (type O-29). The work is not continuous over the entire length of the section, but is in several unconnected units.

The limits of the units on which work is to be done, and the kinds of work to be done on each unit, are to be as indicated in the "tabulated summary of work."

Section No. 3: Section No. 3, known as the Vale-Cairo Section of the Old Oregon Trail, extends from mile point 281.3 in the town of Vale, east to mile point 293.2. The work to be done on the section consists of 1.5 miles of road mix, surface treatment, type M-2. The work is not continuous over the entire length of the section, but is in several unconnected units. The limits of the units on which work is to be done are to be as indicated in the "tabulated summary of work."

Section No. 4: Section No. 4, known as the Ironside-Brogan Section, extends from mile point 233.7, about five miles west of Ironside, east to mile point 257.49 in the town of Brogan. The work to be done on the section consists of 23.79 miles of road mix surface treatment, type M-3.

Section No. 5: Section No. 5, known as the Harper-Vale Section of the Central Oregon Highway, extends from mile point 235.36 at Harper, east to mile point 258.0 at Vale. The work to be done on the section consists of 22.64 miles oil mat surface treatment, type O-29. On those portions of the section where, in the opinion of the engineer, the surfacing upon which the oil mat is to be placed is not well compacted, the contractor will prepare the surfacing to receive the oil mat treatment by giving it a road mix surface treatment of the type hereinafter referred to as the M-1 type. It is estimated that about 2.0 miles of the section will require this preliminary road mix treatment.

Section No. 6: Section No. 6, known as the Sage Hen Hill-Burns Section of the Central Oregon Highway, extends frmm mile point 116.84 at Sage Hen Hill, east to mile point 132.63 at Burns. The work to be done on the section consists of 12.39 miles of oil mat surface treatment (type O-8) and 3.40 miles of bituminous macadam wearing surface (type B-2), the oil mat treatment to extend from Sage Hen Hill to Hines Mill (M.P. 129.23) and the bituminous macadam wearing surface to extend from Hines Mill to Burns. Such portions of the existing surfacing as may not, in the opinion of the engineer, be sufficiently well compacted to receive the oil mat treatment or the bituminous macadam wearing surface, shall be given a road mix treatment (type M-1) the same as is above specified for Section 5, it being tentatively estimated that such treatment will be required on about two miles of the section.

TABULATED SUMMARY OF WORK

For convenience of reference, the limits of the various sections and units hereinbefore described in detail are below listed in tabular form and with them are given the types of construction to be used between the stated limits.

Sec. No.	Section Name	Unit No.	Limits of Unit M.P.	TO M.P.	Length of Unit	Type of Construction
1	Snake River Slides	A	395.00	403.00	8.00	B-6
2	Ontario-Nyssa	A	421.86	422.56	0.70	M-2
	" "	C	426.40	426.60	0.20	"
	" "	D	426.89	427.09	0.20	"
	" "	G	429.00	429.30	0.30	"
	" "	I	433.68	434.28	0.60	"
	" "	B.	424.62	425.90	1.28	O-29
	" "	E	427.50	428.20	0.70	"
	" "	F	428.45	428.75	0.30	"
	" "	H	430.59	431.29	0.70	"
2	Vale-Cairo	A	281.30	282.20	0.90	M-2
	" "	B	290.70	290.90	0.20	"
	" "	C	292.10	292.30	0.20	"
	" "	D	293.00	293.20	0.20	"
4	Ironside-Brogan	-	233.70	257.49	23.79	M-3
5	Harper-Vale	-	235.36	258.00	22.64	O-29
	" "	-	where ordered		2.0	M-1(base)
6	Sage Hen Hill-Burns	A	116.84	129.23	12.39	O-8
	" " " "	B	129.33	132.63	3.40	B-2
	" " " "	-	where ordered		2.0	M-1(base)

PREPARATION OF BASE MACADAM

Present Condition of Base Macadam:

At the time this contract is entered into, the conditions of the macadams which are to serve as bases for the wearing surfaces and surface treatments to be provided under this contract are in the following condition or state of improvement.

1. On Sections 1, 4 and 6, the base macadams are unoiled macadams.

2. On Sections 2 and 3, the base macadams are oiled macadams. However, those portions or units which are to receive the oil mat surface treatment are to be scarified by the state in the early spring of 1930, and are to have a limited amount of new gravel surfacing materials placed upon them, that work also being done by the state. Those particular units will therefore be in an unoiled state when the contractor begins work on them.

3. On Section 5, the base macadam is under contract for construction, its completion being expected some time in the late summer of 1930. It will be in an unoiled state when the contractor begins work on it.

Maintenance Prior To Construction:

On each of the sections of highway involved under this contract, the State will carry on maintenance operations in the usual manner until such time as the contractor is ready to begin work on that section. At that time, the section will be turned over to the contractor in the condition that it is in at the time and the contractor will be responsible for whatever maintenance and preparation work may be necessary between that time and the time of completion of the work to be done on the particular section.

Preparation for Bituminous Macadam and for Oil Mat Treatment:

The macadams which are to serve as bases for the bituminous macadam wearing surface and for the oil mat treatment will be unoiled macadams and they shall be prepared by the contractor in the following manner:

The existing macadam surface shall be shaped to a uniform grade and cross-section as shown on the plans and free from all irregularities. The shaping shall be accomplished by the use of a heavy road grader, weighing not less than 6000 pounds, equipped with a scarifier. Should any section of the roadway be so rough and pitted that the ordinary shaping will not remove the pot holes, the surface shall be lightly scarified and bladed, and the surfacing materials shall be reset by sprinkling, blading, dragging and rolling. Following the blading, adjustable road drags, suspended from wheel mounted frames not less than sixteen feet in length, shall be used in such manner as to remove all unevenness and compact the surface material. Sprinkling shall be performed during this operation if considered necessary by the engineer.

Should there be any exceptionally deep holes or other malformations from the true cross-section and grade that the contractor has not removed by the blade and drag as above described, the contractor will be required to patch these holes with a mix of No. 3 road oil and rock by the penetration method, using approximately 4% of road oil to the amount of rock by weight. All

small patches shall be hand tamped while the larger patches shall be rolled with a heavy roller.

As a part of the preparation of the base macadam, the contractor will be required to grade the entire width of the roadway, including earth shoulders, until it presents a uniform appearance.

After the base macadam has been worked over in the manner outlined above, all loose material shall be bladed off and the surface swept to the width shown on the plans for the total width of the surface, such sweeping to be done by the use of a power broom of an approved type, the sweeping to be continued until all dust and dirt has been removed, giving the road surface a mosaic appearance, all stone being locked and keyed and well bound and free from dirt and dust. Hand push-brooms shall be used to clean any omissions of the power broom.

Preparation for Road Mix Surface Treatment:

Such preparation of the base macadam as is required in connection with road mix surface treatment is considered to be an integral part of the road mix work and it is therefore neither separately specified or separately paid for.

ROAD MIXING OF BASE MACADAM

Where Required:

It is anticipated that on Sections 5 and 6, some portions of the macadam base upon which it is planned to construct bituminous macadam wearing surface or oil mat surface treatment, may not be compacted and "set-up" sufficiently well to form a satisfactory base without special treatment. Such portions of base macadam shall instead of being prepared as hereinbefore specified, be given a special road mix treatment of the type herein referred to as M-1 type.

Construction Procedure:

The road mix treatment shall be applied in accordance with the specifications for M-1 type road mix surface treatment as given hereinafter, except as otherwise specified in the following paragraphs.

The contractor will be permitted to do mixing with motor graders, mixing a portion of the material at a time if necessary.

He will further be required to roll the material to hasten the set after the road mixing operation is accomplished. The mixed base shall stand at least six days before the bituminous macadam wearing surface or the oil mat surface treatment is constructed upon it.

Immediately preceding the placing of the wearing surface, the contractor shall do whatever patching and other repair work is necessary to eliminate from the macadam base that has been "Road mixed" all ruts, corrugations, holes, depressions, and other irregularities that may have developed in it subsequent to the road mixing above specified, and he shall do whatever other work may be necessary to bring the macadam base to a smooth and easy riding surface with uniform crown throughout.

All holes and depressions shall be patched with a premix of No. 2 road oil and rock, the oil and rock being mixed in as nearly the same proportions as they were mixed in the road mixing work, as is possible. The small holes shall be hand tamped while the larger holes shall be compacted by rolling with a heavy power roller. After the macadam base has been patched and otherwise prepared as above described, and the patches have hardened, all loose stone, dirt, and dust shall be removed from the surface by brooming. The macadam base will then be ready to receive the wearing surface which is to be constructed upon it.

The patching of the road mixed base will be considered a part of the road mix construction work, and will not be separately paid for.

BITUMINOUS MACADAM WEARING SURFACE

Type B-6

Description:

Type B-6 bituminous macadam wearing surface is to consist of a single course of coarse rock (2 1/2" to 1") keyed with finer rock and screenings and topped with a two-course seal coat.

Width and Crown:

The width and crown of the bituminous macadam wearing surface shall be as indicated by the accompanying cross-section plan, subject however, to such reasonable variation as may be neces-

sary to properly take care of any special or unusual conditions that may be encountered.

Preparation of Base Macadam:

Preparatory to the construction of bituminous macadam wearing surface, type B-6, the macadam on which the wearing surface is to be constructed shall be prepared as hereinbefore specified under the head "Preparation of Base Macadam".

Gravel or Talus Headers:

As a preliminary to the construction of the bituminous macadam wearing surface, headers of bank-run gravel or talus material shall be constructed along the edges of the road surfacing in the following manner:

The gravel or rock talus material shall be spread along either shoulder in a windrow parallel to the centerline and nine feet therefrom to the amount of approximately 100 cubic yards to the mile on either side. The inner edge shall be trued up so that it is exactly nine feet from the centerline and the top struck off so that the depth is approximately two and three-quarter inches, loose, above the finished grade at the shoulder.

The gravel or talus shall be bank-run material, all of which will pass a screen having two and one-half inch circular openings. It shall be obtained from such sources as the engineer may designate.

Materials for the Wearing Surface:

The materials to be used in the construction of the bituminous macadam wearing surface shall be broken stone or crushed gravel obtained from the stock piles of such materials which have been or will be set out by the State for the purpose, and asphalt.

The broken stone and crushed gravel will hereinafter be referred to as mineral aggregate. It shall be of four sizes, as follows:

Coarse rock	2" to 1 1/2"
Keystone rock	1" to 1/2"
Coarse Screenings	1/2" to 1/8"
Sand or fine screenings	1/8" to dust

The asphalt and the manner of its application shall conform with the specifications given hereinafter under the head "Asphalts and Road Oils." It shall be asphalt of 130-150 penetration or 150-250 penetration, as the engineer may order.

First Application of Asphalt:

After the gravel or talus headers are in place and after the base macadam has been prepared and made free of dust and dirt, as hereinbefore specified, asphalt shall be spread over the prepared macadam base at a rate of one-fifth gallon per square yard.

Spreading of Coarse Rock:

Following the spreading of the asphalt, coarse rock (2" to 1 1/2") shall be spread at a rate of .045 cubic yard per square yard. The spread shall cover the entire width of the roadway and shall be trued up to crown, grade, cross-section and even depth by means of motor graders and wheel drags supplemented by the addition of more stone where necessary and the removal of excess stone where required, the latter work to be done by hand.

After the coarse rock is in place, traffic shall be confined to one-half of the roadway width, and the course of coarse materials on the other half of the roadway shall be carefully hand spotted with additional stone or the removal of excess stone so that the surface is perfectly true to crown, grade and cross-section. If necessary to add additional stone to a certain spot, care should be used so that there is no segregation of the aggregate. The entire surface shall be carefully inspected and all spots showing any dirt, fine stone, earth, or other fine materials shall be removed and replaced with satisfactory materials.

After the surface has been hand-spotted in accordance with the above instructions, it shall be gone over lightly with a long wheel base motor grader acting as a strike board removing small inequalities resulting from hand work. The surface shall then be lightly rolled after which it shall be carefully checked with a straight edge or template so that the surface shall be free from humps, hollows and shall not vary more than one-fourth of one inch from the true surface when tested with a straight edge or template ten feet in length. Should any discrepancies in the above occur, the excess material shall be removed and additional material shall be added as described above, after which the

surface shall again be lightly touched up with the motor grader.

In adding new material, the old material shall be loosened before the new material is spread thereon. The surface shall then be thoroughly rolled until locked and keyed. The rolling shall start at the edge, the rear wheel lapping half on the gravel header and half on the macadam stone, and shall proceed at a rate of not more than 60 feet per minute. If the stone begins to crack, or chip, the rolling shall be discontinued.

Application of Key Rock:

After the coarse stone has been well rolled and compacted as above described, asphalt shall be applied at a rate of 0.60 gallons per square yard, followed by an application of 1" - 1/2" key rock at a rate of approximately .015 cubic yards per square yard. This shall be made in two applications. First an application of .012 cubic yards per square yard by backing over the freshly spread asphalt with an end dump truck, and the remaining material shall be spread by hand to chink up the interstices between the large stone. Immediately after the first application and during the hand spotting process, the stone shall be broomed and rolled. Wire brooms shall be attached to the roller and a wire broom to the motor grader. The brooming and rolling and addition of 1" - 1/2" keystone shall be continued until the coarse stone is well chinked up. No stone shall be placed over a width of about one foot at the center. This shall be keyed on the construction of the second half. Water shall be sprayed on the roller wheels or oil mats placed thereon so as to prevent the picking up of the asphalt.

Construction of Second Half:

Immediately following the construction of the first half of the bituminous macadam as above described, the second half shall be constructed in the same manner. The loose stone should stock up about 1/2 inch above the compacted portion before rolling, and care should be exercised to prevent the formation of a center joint. This can be accomplished by overlapping the blade grader on the first course.

Seal Coat:

The seal coat shall be made in two applications:

After the keystone has been placed on the entire width of the surface, the half section just completed shall be smoothed with a long wheel base grader and wheel drag, after which shall be applied asphalt to the amount of approximately one-quarter (1/4) gallon per square yard. This shall be immediately followed by a spread of 1/2" - 1/8" screenings to the amount of .009 cubic yards per

square yard followed by brooming and rolling. Traffic shall then be placed on this portion of the roadway and the remaining half constructed.

Before the asphalt on the second half is placed, the surface shall be again graded with a long wheel base grader and wheel drag. Such hand spotting shall be done as required and the surface carefully broomed and rolled. The asphalt and screenings shall be placed in the same manner as described for the construction of the first half.

After the surface has stood under traffic for a week or ten days, the surface shall be swept free of all dirt, dust and loose stone and the second application of seal coat shall be made.

This application shall be made in the same manner as was the first application except that the asphalt shall be applied at a rate of one-fifth (1/5) gallon per square yard instead of one-quarter gallon per square yard, and, if the engineer so orders, the spreading of the 1/2" - 1/8" screenings shall be followed with a spread of sand or 1/8" dust screenings, this material being spread at a rate of .003 cubic yards per square yard.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track, and cover the entire surface as many times as is necessary to thoroughly consolidate the stone. At least one roller shall be provided for each 15 cubic yards per hour of aggregate spread.

BITUMINOUS MACADAM WEARING SURFACE

Type B-2

Description:

Type B-2 bituminous macadam wearing surface is to consist of two courses or lifts of coarse rock (each course or lift impregnated with asphalt), topped with a two course seal coat of asphalt and screenings. The top lift of coarse rock is to be "keyed" with an intermediate size of crushed rock and with screenings.

Width and Crown:

The width and crown of the bituminous macadam wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Preparation of Base Macadam:

Preparatory to the construction of bituminous macadam wearing surface, type B-2, the macadam on which the wearing surface is to be constructed shall be prepared as hereinbefore specified under the head "Preparation of Base Macadam", provided, however, that at places where the base macadam is loose or not fully "set-up", the base macadam, instead of being prepared as specified under the head "Preparation of Base Macadam", shall be treated as specified hereinbefore under the head "Road Mixing of Base Macadam."

Materials:

The materials to be used in the construction of the bituminous macadam wearing surface shall be broken stone or crushed gravel obtained from the stock piles of such materials which have been or will be set out by the State for the purpose, and asphalt.

The broken stone and crushed gravel will hereinafter be referred to as mineral aggregate. It shall be of four sizes, as follows:

Coarse rock	1 1/2" to 3/4"
Keystone rock	3/4" to 1/2"
Coarse Screenings	1/2" to 1/8"
Sand or fine screenings	1/8" to dust

The asphalt and the manner of its application shall conform with the specifications given hereinafter under the head "Asphalts and Road Oils". It shall be asphalt of 130-150 penetration or 150-250 penetration, as the engineer may order.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam construction shall consist of an application of asphalt (the manner of application to be as specified under the head "Asphalts and Road Oils"), followed by an application of 1½" to 3/4" aggregate. The asphalt

shall be applied at a rate of 0.20 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.021 cubic yard per square yard. The aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

The first lift shall be lightly rolled with a power roller.

Second or Top Lift of Bituminous Macadam:

The second or top lift of bituminous macadam wearing surface shall be constructed in the same manner as the first lift, except that the asphalt shall be applied at a rate of three-tenths (0.3) gallon per square yard. This lift shall be rolled until thoroughly compacted.

Keying of Top Lift:

On the top lift of the bituminous macadam, asphalt shall be applied at a rate of approximately three-tenths (0.3) gallon per square yard. This shall be followed immediately by an application of 3/4" - 1/2" aggregate, the aggregate being spread uniformly over the surface at a rate of approximately 0.0125 cubic yards per square yard, the spreading being followed by brooming and rolling. Additional aggregate shall be added by hand to cover any bare or thin spots that may appear.

Application of First Course of Seal Coat:

After the keying and rolling of the top lift has been satisfactorily completed, an application of asphalt shall be made at a rate of approximately one-quarter (0.25) gallon per square yard, and that application shall be followed by an application of 1/2" - 1/8" aggregate, the aggregate being spread uniformly over the surface at a rate of approximately 0.009 cubic yards per square yard.

The surface shall then be bladed, rolled and broomed until the aggregate is absorbed and the surface is well compacted. Additional aggregate shall be added as required to thoroughly seal the surface.

Application of Second Course of Seal Coat:

After the first course of the seal coat is completed as above specified, the wearing surface shall be subjected to traffic for a period of about two weeks. The surface shall then be swept clean of loose stone and dust, after which asphalt shall be applied at a rate of one-fifth (1/5) gallon per square yard. This application shall be followed immediately by 1/2" - 1/8" aggregate spread at a rate of .009 cubic yard per square yard, and by sand (or screenings below one-eighth inch in size) spread at a rate of 0.003 cubic yard per square yard.

The surface shall then be thoroughly rolled, the fine aggregate being swept about on the surface while the rolling is in progress. The rolling and sweeping shall continue until the asphalt has hardened and will absorb no more of the aggregate.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track, and cover the entire surface as many times as is necessary to thoroughly consolidate the stone. At least one roller shall be provided for each 15 cubic yards per hour of aggregate spread.

OIL MAT SURFACE TREATMENT

Types O-8 and O-29

Description:

The oil mat surface treatment to be provided under this contract is to consist of a two-course application of fine crushed rock and heavy road oil.

The differences between type O-8 and type O-29 treatment is in the sizes of aggregates, proportions of oil and thicknesses of courses. Both types are to be placed without a prime coat of light oil on the macadam base.

Width and Crown:

The width and crown of the oil mat surface treatment shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Preparation of Base Macadam:

Preparatory to the application of the oil mat surface treatment, the macadam to which the treatment is to be applied shall be prepared as hereinbefore specified under the head "Preparation of Base Macadam", provided, however, that at places where the base macadam is loose or not fully "set-up", the base macadam, instead of being prepared as specified under the head "Preparation of Base Macadam", shall be treated as specified hereinbefore under the head "Road Mixing of Base Macadam".

Materials:

The materials to be used in the construction of the oil mat surface treatment shall be broken stone or crushed gravel obtained from the stock piles of such materials which have been or will be set out by the State for the purpose, and road oil.

The road oil shall be No. 3 oil. Both the oil and the manner of its application shall conform with the specifications given hereinafter under the head "Asphalts and Road Oils".

Construction Procedure for Type O-8:

Upon the macadam base prepared as hereinbefore described, an application of No. 3 road oil shall be made. This application shall be made at a rate of approximately 0.22 gallons per square yard.

Immediately following the application of oil, 3/4" - 1/8" or 1" - 1/8" aggregate shall be spread to the amount of .010 cubic yards per square yard. The aggregate shall be bladed and broomed to a uniform and smooth surface after which it shall be rolled until it is thoroughly compacted and until the surface is sealed and the oil is set. If bare spots of oil are exposed, additional aggregate shall be added by hand.

After the first course of the oil mat has been placed as above specified, it shall be allowed to stand under traffic for at least six days. It shall then be thoroughly swept and made free of all dust, dirt and other foreign matter, and following that a second application of No. 3 oil shall be made at a rate of 0.23 gallon per square yard.

Immediately following the application of oil, either 3/4" - 1/8" or 1" - 1/8" aggregate shall be spread at the rate of .011 cubic yards per square yard. The aggregate shall be bladed and broomed to a uniform and smooth surface, after which the materials shall be rolled until they are compacted and the surface sealed and the oil set. Should bleeding develop, additional materials shall be added. If bare spots of oil are exposed, additional material shall be added by hand.

Construction Procedure for Type O-29:

Upon the macadam base prepared as hereinbefore specified, an application of No. 3 road oil shall be made. This application shall be made at the rate of 0.20 gallon per square yard.

Immediately following the application of the oil, 1" - 1/2" or 3/4" - 1/2" aggregate shall be spread to the amount of .0125 cubic yards per square yard. The aggregate shall be bladed and broomed to a uniform and smooth surface, after which it shall be rolled until it is thoroughly compacted and set into the oil. Additional aggregate shall be added by hand where required so that all of the oil is covered with stone.

Upon the first course of the oil mat constructed as above specified, No. 3 oil shall be applied at a rate of 0.25 gallon per square yard, and following that, 1/2" - 1/8" aggregate shall be spread at the rate of .009 cubic yards per square yard. The aggregate shall be bladed and broomed to a uniform and smooth surface, after which the materials shall be rolled until they are thoroughly sealed and set into the oil. Additional materials shall be added where required to cover all exposed oil. Should any bleeding develop, additional material shall be added where required.

ROAD MIX SURFACE TREATMENT

Types M-1, M-2 and M-3

Description:

The road mix surface treatment is a treatment wherein the upper two or three inches of an existing broken stone or gravel surfacing is loosened up by scarifying, mixed with suitable proportions of road oil and respread to uniform crown and grade.

The differences between the types M-1, M-2 and M-3 of this class of surface treatment are in the depths of scarifying, the amounts of oil used and the thicknesses of the oiled mat finally produced.

Width and Crown:

The width and crown of the road mix surface treatment shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonablevariation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall consist of crushed gravel or broken stone obtained by scarifying the present surfacing, or, when ordered by the engineer, reinforced by additional material from stock piles adjacent to the work. Mineral filler consisting of volcanic ash, sand, or decomposed granite shall also be added when ordered by the engineer. The road oil shall be No. 2 road oil. Both the oil and the manner in which it is applied shall conform with the specifications given hereinafter under the head "Asphalts and Road Oils".

Blading and Scarifying:

In order to loosen up those of the materials in the macadam surfacing which are to have road oil mixed with them, it will be necessary to scarify the upper two or three inches of the macadam surfacing, but before any scarifying is done, the macadam surfacing shall, by means of blade graders and road drags, be brought to uniform crown and grade with a surface free from ruts, humps and depressions and other inequalities. The drags used

in connection with that part of the work shall be adjustable road drags suspended from wheel-mounted frames not less than sixteen feet in length.

When the macadam has been brought to proper crown, grade and surface as above provided, the top of the surfacing shall be loosened by scarifying to such uniform depth as the engineer may order. This shall be accomplished by the use of a scarifier so controlled that the desired depth will be secured without disturbing or loosening the underlying material.

The scarifying shall be continued until the loosened materials are thoroughly pulverized. The loosened surface should be thoroughly bladed from one side of the road to the other until the surfacing materials are uniformly mixed. During such operations, as directed by the engineer or as indicated in these provisions, filler or additional broken stone or crushed gravel shall be added, in which case the filler or new broken stone or crushed gravel shall be thoroughly mixed with the scarified ma terials by windrowing back and forth by blade graders after which the surface shall be shaped up to the width and crown shown on the cross-section plan, followed by blading with graders and dragging with adjustable road drags until the roadbed is free from all irregularities.

The roadway shall be prepared for a distance not greater than one mile in advance of the application of oil. All damage to the prepared roadway, whether due to traffic or otherwise, shall be repaired by the contractor at his own expense.

First Application of Oil:

When the roadway has been prepared as above specified, the loosened materials shall be bladed to a uniform and compacted windrow, one edge of which shall be on the centerline of the roadway. If the windrow does not measure a uniform size, additional material shall be loosened on the section adjacent to the portions indicating insufficient material and more material shall be added until there is an approximately uniform quantity in the windrow.

No. 2 road oil shall then be uniformly spread on one half width of the roadway at a rate of 1/3 gallon per square yard. During this period traffic shall be carried on the section of the roadway that is not being treated with oil. Immediately following the application of the oil, one-half of the material in the windrow shall be moved by a blade grader so as to uniformly cover the application of oil on the half width of the roadway.

Second and Third Application of Oil:

Second and third applications of oil shall then be made on the same side of the roadway, the rates of application being such that the total of the three applications (first, second and third) will be approximately as follows:

For Type M-1 (1½ inch mat)	1.00 gallon per sq.yd.
For Type M-2 (2 inch mat)	1.25 " " " "
For Type M-3 (2½ inch mat)	1.50 " " " "

The second and third applications of oil shall be made at the same rate, which rate shall be one-half of the amount per square yard remaining to be applied after the first application has been made. Each of the second and third applications shall be followed immediately by a harrowing of the surface with a double disc harrow and spring tooth harrow, so regulated that the depth of the cut will not exceed the depth of the loosened material on the roadway, and in order to bring dry material to the surface so that traffic will not pick up fresh oil.

After the three applications of oil on one-half of the roadway have been made in accordance with the foregoing provisions, the remaining portion of the windrow (approximately one-half of the original amount) shall be moved over onto the inside edge of the first half of the roadway so as to expose all of the unoiled portion of the roadway, after which traffic shall be permitted to use the portion of the roadway that has received the application of oil. The process as described above for the first half of the roadway shall then be duplicated on the second half of the roadway. The material is then ready for mixing.

The amounts of oil specified are approximate only, and will be subject to change by the engineer from time to time, depending upon the character of the aggregate, results of laboratory tests, and other features, but the contractor shall be responsible for the uniform distribution of the oil and shall, at his own expense, remedy any defects due to improper distribution.

Mixing:

After the required quantity of oil has been applied as above specified, the entire depth of loose material shall be thoroughly mixed by blading with road graders. This will be accomplished by alternately windrowing and spreading the aggregate, first towards the center of the road, and then back towards the edges.

This operation shall be repeated until the material has been moved between the two points not less than sixteen times, and more, if, in the opinion of the engineer, it is necessary in order to coat all particles and secure a mixture of uniform dark brown color and of uniform consistency. In case any uncoated materials are brought in from the edges or from the base after the mix has been approved by the engineer, further mixing will be required until the uncoated material is thoroughly coated and incorporated into the mix.

The graders shall be operated at a speed of not less than four miles per hour with the blades set at an angle of about forty-five degrees and the top of the mold board tilted forward to secure the maximum rolling action of the material being bladed.

After a satisfactory mixture has been secured, the material shall be placed in a windrow on the centerline of the road, from which point it shall be spread to a uniform grade, and to the cross-section shown on the plans, by the use of a tractor-drawn ten-foot grader, weighing not less than six thousand pounds. Before spreading, a trench shall be made at each edge of the surfacing so as to insure the thickened edges as shown on the plans.

Finishing:

Immediately after the material has been spread, graders and road drags as described above under the heading "Blading and Scarifying" shall be used to remove all irregularities, and to secure a surface of uniform grade and cross-section.

Any portion or portions of the surface that show an excess or deficiency of oil during the finishing or subsequent thereto before the final acceptance of the contract, shall be scarified and remixed with such additional oil or surfacing material as is required to produce a satisfactory mix. Payment for this class of work will be on a force account basis on written order of the engineer, except in those cases where there is direct evidence that the non-uniformity of the mix was caused by carelessness on the part of the contractor or his disregard of the engineer's instructions.

The surface shall be kept in this condition until the material has been sufficiently compacted and hardened so as not to be marked by traffic. This will usually require at least six days.

Incorporation of New Surfacing Materials and Filler:

Where so ordered by the engineer, new broken stone or crushed gravel and new filler material shall be added to and mixed with the old surfacing materials, the broken stone and crushed gravel being obtained from the State's stock piles of those materials and the filler being obtained from such sources as the engineer may select.

The quantities of new broken stone or crushed gravel, and of new filler material to be added to and incorporated with the old surfacing materials are expected to be about as follows:

Sec. No.	Section Name	Type of Road Mix	Cubic Yards Per Mile	
			New Aggregate	New Filler
2	Ontario-Nyssa	M-2	500	100
3	Vale-Cairo	M-2	500	100
4	Ironside-Brogan	M-3	50	50

The addition of broken stone or crushed gravel, and the addition of filler materials will be made to correct errors in the gradation of the surfacing materials already on the road, and to strengthen weak spots. The quantities required are therefore dependent upon the conditions found when the existing surfacing is scarified, and they cannot be accurately estimated in advance. The quantities to be added shall therefore be as the engineer orders after he has had opportunity to observe the scarified surfacing.

Amount of Road Mix Treatment May Be Varied:

The right is reserved to increase or decrease the amount of road mix surface treatment work to be done on the different sections of the project, and to make such changes in the number of separate units and in the lengths and limits of the units as may be deemed by the engineer to be necessary in order to properly take care of the conditions found to exist when the road mixing operations are commenced. In no case, however, will the road mixing of a unit less than one thousand feet long be required.

The right is also reserved to vary the depth of scarifying and processing and the amount of road oil to be used.

ASPHALTS AND ROAD OILS

Specifications for Asphalt:

The asphalt to be furnished and used under this contract shall be made from an asphaltic base oil. It shall not have been distilled at a temperature high enough to injure by burning or high enough to produce flecks of carbonaceous matter. It shall be homogeneous and free from water, and it shall conform with the following requirements:

1. The penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., shall be between 130 and 150 degrees, Dow, or between 150 and 250 degrees, Dow, as the engineer may order.

2. The flash point (Pensky-Martin closed cup test) shall not be less than 400 degrees F.

3. Loss on heating at 163 degrees C. (325 degrees F.), 50 g., 5 hours, shall not exceed two (2) per cent. The penetration at 25 degrees C. (77 degrees F.) 100 g., 5 sec., of the residue after heating at 163 degrees C. (325 degrees F.) shall not be less than 60 per cent of the original penetration.

4. The ductility at 25 degrees C. (77 degrees F.) shall be not less than 30 cm.

5. The proportion of bitumen soluble in carbon tetrachloride shall be not less than 99 per cent.

The properties enumerated in these specifications shall be determined in accordance with the following methods of test of the American Society for Testing Materials:

1. Penetration: Standard method of test for penetration of bituminous materials (Serial designation D5).

2. Flash Point: Standard method of test for flash and fire points by means of open cup (Serial designation D92).

3. Loss on Heating: Standard method of test for loss on heating oil and asphaltic compounds (Serial designation D6).

4. Ductility: Tentative method of test for ductility of bituminous materials (Serial designation D113-26T).

5. Proportion of Bitumen Soluble in Tetrachloride: Standard method of test for determination of proportion of bitumen soluble in carbon tetrachloride (Serial Designation D165).

Specifications for Road Oil:

Road oil furnished under these specifications shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter.

The oils to be furnished shall be of two grades and they shall be designated as No. 2 road oil and No. 3 road oil. They shall conform with the following requirements:

		No. 2 Oil	No. 3 Oil
Asphaltic Residue of 60 Penetration	minimum	60%	94%
Asphaltic Residue of 80 Penetration	maximum	70%	--
Viscosity, Saybolt Furol at 122° F.	minimum	200 sec.	--
Viscosity, Saybolt Furol at 122° F.	maximum	300 sec.	--
Viscosity, Float Test at 122° F.	minimum	--	225 sec.
Flash Point, Pensky-Martin, Degree F.	minimum	225	--
Flash Point, Cleveland Open Cup	minimum	--	425
...% Sediment	maximum	2%	1%
...r	maximum	--	1%
...ediment	maximum	--	1 %
...en (soluble in carbon bisulphide)	minimum	99%	99 %
...n (soluble in Carbon tetrachl.)	minimum	--	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	--	6%
Bitumen Insoluble in 86° B paraffin naphtha	maximum	--	27%
Penetration of Residue after heating at 163° C. for 5 hrs	minimum	--	150%

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Desig.		D243-26T
Viscosity, Saybolt-Furol at 122° F.	"	"	D 88-26
Flash Test on Bituminous Materials 122° F.	"	"	D139-27
Flash Point, Pensky-Martin Closed Test	"	"	D 93-22
Flash Point, Cleveland Open Cup	"	"	D 92-24
Water & Sediment, centrifuge method	"	"	D 96-26
Water	"	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	"	D165-27
Loss on Heating	"	"	D 6-27
Penetration of Bituminous Materials	"	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Department of Agriculture Bulletin 1216, revised September, 1926.

The contractor shall require the producer of the oil to furnish, for each car of oil shipped, a report containing the following information.

1. Date of shipment
2. Car initial and number
3. Destination
4. Grade
5. Specific Gravity
6. Asphalt Content
7. Viscosity
8. Quantity contained in car.

Copies of the report shall, on the day the shipment is made, be mailed to the Materials Engineer of the State Highway Department, and to the Resident Engineer in charge of the project.

Temperature of Application of Asphalt and Road Oil:

The asphalts and road oils to be used in connection with this project shall be applied at the temperatures stated in the following table.

	Temperature (Degrees Fahrenheit)
Asphalt	400
No. 2 Road Oil	175
No. 3 Road Oil	400

Asphalt or oil that has been overheated or burned shall not be used in the work.

In general, it will be the policy of the State not to permit the application of any asphalt or oil when the atmospheric temperature is less than 80 degrees F., and, if it is necessary, in order to secure the best results, the engineer may require the contractor to delay the application of the asphalt or oil until 10 o'clock each morning. However, the contractor will be permitted to carry his operations through the day until 8 hours of actual work has been performed in the application of asphalt or oil, provided no asphalt or oil shall be placed which can not be cared for before the hours of darkness.

Asphalts and oils shall be spread by means of a pressure distributor which will satisfactorily make the distributionsrequired under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of asphalt or oil over a width equal to one-half of the width specified for the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of asphalt or oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of asphalt or oil, at the junction of two applications, the distribution shall be promptly stopped when the flow of asphalt or oil begins to thin just before the tank is empty. Each time that the application of asphalt or oil from the distributor is commenced, building paper shall be spread over the treatod surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of asphalt and oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the same, any spots are missed, asphalt or oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of asphalt and oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

To increase the flowing and penetrating action of the asphalt and oil, a soap-water solution shall, with each spread of asphalt or No. 3 oil, be sprayed onto the road surface a few inches ahead of the spray of asphalt or oil. The spraying of this soap-water solution shall be accomplished by means of a suitable pressure tank and spray bar mounted on the asphalt or oil distributor, a constant air pressure of ten pounds per square inch being maintained in the tank. The amount of soap-water solution to be sprayed on shall be approximately ten (10) per cent (volume measurement) of the amount of asphalt or oil, and the percentage of soap in the soap-water solution shall be not less than one per cent of the amount of the solution.

The use of the soap solution spray will not be required with No. 2 road oil.

MISCELLANEOUS PROVISIONS

The following provisions are applicable to all types of work to be performed under the contract except as otherwise specifically provided.

Aggregates To Be Furnished by State:

The mineral aggregates required in connection with the work to be done under this contract are to be furnished by the State in stock piles located at various points in the vicinity of the work. Some of the materials are in stock pile at the time the contract is entered into. The balance of the materials will be produced and placed in stock piles during the spring and summer of 1930, contracts providing for such production and delivery being already in progress.

No charge will be made to the contractor for such of the State's materials as are used in the work, but it is understood

that the expense of loading the materials into the hauling trucks will be borne by the contractor.

In taking the aggregates from the stock piles, the contractor shall avoid the use of any means or methods that will tend to scatter the materials or cause them to become mixed with dirt and other foreign matter. He shall endeavor to salvage from each pile as nearly all of the materials the pile contains as is practicable, or, in the cases of piles where the entire contents are not required, to take the materials the full depth of the pile as far as needed, and to leave the remainder undisturbed and in good condition for future use. The picking up of dirt with the materials must be carefully avoided as aggregate containing dirty or other foreign matter cannot be used in the work.

The contractor will be charged for any materials that he may waste or that he may use without the authority of the specifications or of the engineer.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width of nine feet.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. In general, the rollers shall begin at the edges of the roadway, overlapping the shoulder one-half the width of the rear wheel, and shall progress toward the center, parallel with the centerline of the roadway, overlapping each preceding track and covering the entire surface as many times as is necessary to produce the desired result.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have

collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings or other new aggregates.

Filler:

The filler to be used in connection with the road mix surface treatment and the road mixing of base macadam shall be furnished and paid for as specified in the standard specification for earth filler as the same is given on page 31 of the standard specification form.

Sprinkling:

The sprinkling work called for by the foregoing specifications and such other sprinkling work as may be considered necessary by the engineer, shall be performed with water tanks equipped with spray bars nine feet in length having orifices so spaced and so adjusted as to give a uniform distribution of water throughout the entire length of the bar. The rate of distribution of water shall, in each case, be as the engineer orders.

The sprinkling work shall, unless otherwise ordered by the engineer, be done at night.

Truck Loads To Be Leveled:

To facilitate and make more accurate the measurement of aggregates, filler and other materials that are to be measured in trucks, the contractor shall, by striking off or by some satisfactory means, bring the top of each load to a level surface with all corners completely filled.

Surface Evenness:

The surface of the finished work shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any ravelling of the surfacing occurs or defects of any kind appear, which ravelling or defects are due to lack of uniformity in the application of rock, oil or asphalt, or to other faulty workmanship, such defects shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the wearing surface or surface treatment as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

In case of rain during road mixing operations, any oiled material not in condition to be spread shall be immediately bladed into a compact windrow and left undisturbed until it can be remixed and spread in a dry condition.

Protection of Structures:

The contractor shall provide whatever protective coverings may be necessary to protect exposed portions of bridges, culverts, guard fences, road signs and other structures from splashing oil, and he shall remove from such structures any oil, asphalt, dirt or other undesirable matter that may come upon them by reason of his operations.

Provision for Traffic:

The contractor will be required to perform the work which he is to do under this contract while the sections of road involved

are in use by traffic. Neither the closing of the road nor the detouring of traffic from the road will be permitted.

To make such an arrangement practicable and to avoid vehicles which use the road coming in contact with freshly applied oil and asphalt, the various operations involved in the performance of the work shall be performed on only one-half of the roadway at one time, the other one-half of the roadway being kept clear and otherwise in condition for use by traffic without any splashing of oil or asphalt. Also, the work shall be so conducted that all portions of roadway that are limited to half-width use at any one time will be confined within a unit of highway not more than six-thousand (6,000) feet in length.

On the unit of highway, not exceeding 6,000 feet in length, within which are located the portions of roadway that are limited to half-width use, traffic may be limited to movement in only one direction at a time, the traffic being flagged through, first in one direction and then in the other direction, at intervals of time not exceeding fifteen minutes in length.

The State will furnish two flagmen to control traffic at the ends of the unit within which the roadway is being limited to half-width use, and will furnish a pilot car and driver to lead the traffic through the unit. These flagmen and the pilot car and its driver will be furnished by the State only during the regular working hours. After working hours, the flagging and piloting shall be done by the contractor, provided, however, that flagging and piloting will not be required after regular working hours if the contractor will each day leave the work in such condition that it can be travelled over without damage to the work and without danger to traffic, and will provide an adequate system of signs, lights, barricades, etc. The engineer shall be the judge as to whether or not these conditions are satisfactorily complied with and as to whether or not flagging and piloting can be dispensed with after working hours.

The responsibility for the protection of both the work and the traffic will rest solely with the contractor, and he shall be solely liable for all damage and injury that is in any way chargeable to the construction operations or to any circumstance, condition, action or negligence in connection therewith.

The contractor shall furnish whatever warning signs, direction signs, lights, barricades and other facilities may be necessary for the proper protection of the work and for the proper guidance and safeguarding of the traffic.

Organization and Equipment:

Each crew or each outfit engaged in the work to be done under this contract shall be under the continuous supervision of a competent superintendent thoroughly experienced in the class of work involved.

All graders, drags, rollers, oil distributors, and oil trucks shall be manned by experienced operators.

The equipment to be used in the bituminous macadam wearing surface work and in the oil mat surface treatment work shall include the following:

One steam boiler (minimum 20 H.P.)
One oil heater capable of heating the road oil to a temperature of at least 400 degrees.

One oil distributor, 1,000 gallon capacity, 9 foot spray bar with extension pressure pump, pressure gauge, thermometer and tachometer. The distributor tank to be thoroughly insulated to retain heat and equipped with steam coil.

One road grader, minimum weight 6,000 pounds, with ten-foot blade.

One scarifier unit or scarifier attachment.

One road grader so constructed as to provide positive adjustment of scarifying depth.

Two motor patrol graders with eight-foot blades.

Suitable power equipment to operate the large grader and scarifier.

One road maintainer, with tractor, a combination of drag blades, suspended from frame supported on rubber-tired wheels, minimum wheel base sixteen feet.

One ten-ton three-wheel road roller for each 15 cubic yards of aggregate placed per hour.

Such insulated oil tender supply tanks as are necessary to supply the oil at a rate to complete the contract on the specified date.

The equipment to be used in the road mix surface treatment work shall include the following:

One steam boiler (minimum 20 H.P.).

One oil distributor, 1,000 gallon capacity, 9-foot spray bar with extension, pressure pump, pressure gauge, tachometer gauge and thermometer. Distributor tank to be thoroughly insulated to retain heat and equipped with steam coil.

One scarifier unit or scarifer attachment for road grader so constructed as to provide positive adjustment of scarifying depth.

One road grader, minimum weight 6,000 lbs, with ten-foot blade.

Two motor patrol graders with eight-foot blades.

One forty horsepower draw-bar tractor (track laying type, rubber treads).

One road maintainer, with tractor, a combination of drag blades, suspended from frame supported on rubber tired wheels; minimum wheel base sixteen (16) feet.

One heavy disc harrow weighing not less than 1,000 pounds, nine feet wide, two rows of discs.

One three-gang spring tooth harrow.

Such insulated oil tender supply tanks as are necessary to furnish the spread of oil required per day under the contract.

The lists of equipment given above indicate simply the minimum requirements, and if additional equipment is needed for a satisfactory fulfillment of the conditions of the specifications, or to insure completion of the work within the specified time limit, such additional equipment shall be furnished. The engineer sha ll be the judge as to the suitability and adequacy of the equipment.

All wheeled equipment used on the work, with the exception of road rollers, shall be equipped with rubber tired wheels. Truck type tractors shall be equipped with rubber treads.

Graders having blades that are not held rigidly in position, or that "chatter", will not be allowed on the work.

All equipment shall be kept in first class condition and repair at all times.

Schedule of Performance of Work:

The work to be performed under this contract shall be performed in the following order:

First	-	Section No. 1
Second	-	Sections No. 2 and 3
Third	-	Section No. 6
Fourth	-	Section No. 4
Fifth	-	Section No. 5

The work shall be commenced as soon after April 1, 1930, as weather conditions will permit.

Conditions Under Which Completion of Section No. 5 May Not Be Required:

In case the contractor by whom the macadam base on Section No. 5 is being constructed, fails to complete the macadam base sufficiently early to permit the oiling of the same before August 31, 1930, or in case he fails to complete, before that date, the stock-piling of the aggregates intended to be used in the oiling work on that section, then, and in that event, the oiling contractor will be required (and allowed) to perform oiling operations only on the portions of Section No. 5, for which the aggregates are available, and on which the macadam base is completed by August 31, 1930.

It is understood that the contractor has taken this condition into consideration in his bid, and it is agreed by the contractor that he will neither ask for nor accept compensation for any extra expense, uncompensated expense, or loss that may be suffered by him by reason of the reduction in the amount of work to be done and paid for on that unit, or by reason of any circumstance connected therewith.

Maintenance of Completed Sections:

The contractor shall be responsible for the maintenance of the work performed on each section of the project for a period of two weeks after the work to be done on the section has been completed, and for such longer period as may be necessary to correct conditions of excessive "bleeding" and to overcome and eliminate such other defects as may develop or make their appearance during the said two weeks period.

At the end of the maintenance period above referred to, the maintenance of the section will be assumed by the State.

MEASUREMENT AND PAYMENT

Limitation of Payment to Bid Items:

The pay items in connection with each of the several classes and types of work to be performed under this contract shall be as indicated in the following tabulation:

Items	Bituminous Macadam		Oil Mat Surf. Trtmt.		Road Mix Surface Treatment		
	Type B-2	Type B-6	Type O-8	Type O-89	Type M-1	Type M-2	Type M-3
Prep. of Base Mac	x	x	x*	x*	-	-	-
Sprinkling	x	x	x	x	-	-	-
Shaping & Scarifg.	-	-	-	-	x	x	x
Mixing & Finishing	-	-	-	-	x	x	x
Filler	-	-	-	-	-	x	x
Filler Haul	-	-	-	-	-	x	x
Plac. Min. Aggr.	x	x	x	x	-	x	x
Haul. Min. Aggr.	x	x	x	x	-	x	x
Asphalt in Place	x	x	-	-	-	-	-
No. 2 Oil in Place	-	-	-	-	x	x	x
No. 3 Oil in Place	-	-	x	x	-	-	-
Gravel Shoulders	-	x	-	-	-	-	-

* No allowance will be made for preparation of base macadam in connection with oil mat surface treatment on those portions of the project where the road mixing of the base macadam is required as a preliminary to the oil mat treatment.

Payment for those items which, as indicated by the above tabulation, are the pay items for work of a given class and type, shall, when made at the prices bid for those items in the part of the contractor's bid which applies to the given class and type of work and to the particular section of the project on which it is performed, comprise full and complete payment for all work of that class and type performed on that particular section, and no separate or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce specified results.

The basis of measurement and payment for the various pay items shall be as stated in the following paragraphs.

Preparation of Base Macadam:

The quantity to be paid for at the price bid permile for "Preparation of Base Macadam" shall be the number of miles, measured to the nearest one-tenth of a mile, of base macadam actually prepared as specified for the particular type of wearing surface or surface treatment to which the price bid applies.

Sprinkling:

The quantity to be paid for at the price bid per M-gals. of "Sprinkling" shall be the number of thousand gallon units of water furnished, hauled and used in the performance of whatever sprinkling work is performed in accordance with the specifications and in accordance with the orders and instructions of the engineer.

The price bid shall be understood to include the cost of whatever hauling is involved in the delivering of the water to the places at which it is required. Measurement of the water will be made in the sprinkling tanks at the points at which the sprinkling is to begin.

The spraying of water that is required in connection with the distribution of asphalt as specified under the head "Asphalts and Road Oils" will not be considered sprinkling work and will not be paid for as such.

Shaping and Scarifying:

The quantity to be paid for at the price bid per mile for "Shaping and Scarifying" shall be the number of miles, measured to the nearest one-tenth of a mile, of roadway actually shaped and scarified, as specified, in connection with the applying of the M-1, M-2 or M-3 type of road mix surface treatment to which the price bid applies.

Mixing and Finishing:

The quantity to be paid for at the price bid per mile for "Mixing and Finishing" shall be the number of miles, measured to the nearest one-tenth of a mile, of roadway on which mixing and finishing work is actually performed, as specified, in connection with the applying of the M-1, M-2 or M-3 type of road mix treatment to which the price bid applies.

Filler and Filler Haul:

The quantities to be paid for at the prices bid for filler and filler haul shall be the quantities of those items furnished and performed in connection with the applying of the M-2 and M-3 types of road mix surface treatment. The basis of measurement for the two items shall be as described in the standard specification for "Earth Filler."

Placing Mineral Aggregate:

The quantity to be paid for at the price bid for "Placing Mineral Aggregate" shall be the number of cubic yards of new broken stone, crushed gravel, screenings and sand actually loaded, hauled and used in the construction or application of whichever one of the types of wearing surface or surface treatment the price bid applies to. It shall include the quantities of new aggregates used in the patching of the base macadam and the quantities used to overcome "bleeding" and to correct defects. It shall include new rock hauled and placed on the road preparatory to or as a part of the application of the road mix surface treatments. It shall not include any quantities of talus or gravel used in shoulder construction work or any quantities of rock, gravel or other material salvaged or obtained from the macadam base, even though the same may become a part of the wearing surface or surface treatment.

Measurement of the broken stone, crushed gravel, screenings, and sand, as a basis for determining the pay quantity for this item, will be made in the trucks in which the materials are hauled,

the measurement to be made at the point of loading. Payment for the hauling of the mineral aggregate will be made at the price bid for "Hauling Mineral Aggregate."

Hauling Mineral Aggregate:

The quantity to be paid for at the price bid for "Hauling Mineral Aggregate" shall be the number of yard miles of hauling work necessarily performed in the transporting of the mineral aggregates (new broken stone, crushed gravel, screenings and sand) from the State's stock piles or other designated sources to the place of their deposit on the road. It shall include also, the number of yard miles of hauling necessarily performed in transporting from the points of its excavation to the points of its deposit on the road, the gravel or talus material used in the construction of gravel shoulders.

The amount of hauling "necessarily performed" shall be understood to be the amount of hauling required to make the theoretically most economical distribution of the materials from the points at which they are available at the time the work is done to the points at which they are required in the work. The expense of any unnecessary hauling that may be done, whether through failure to determine and use the most economical distribution or as a matter of the contractor's own choice, shall be borne by the contractor.

Haul distances shall be measured in half mile units, fractional half-miles being allowed for as full half-miles. Haul volumes shall be determined by measurement of the materials in the trucks at the point of loading.

Asphalt in Place:

The quantity to be paid for at the price bid per ton for "Asphalt in Place" shall be the number of tons of asphalt of the kind specified actually incorporated in bituminous macadam wearing surface in accordance with the specifications. The number of tons shall be computed from volume measurements of the asphalt in the railway cars, or it shall be determined by such other method as, in the opinion of the engineer, is most practicable under the conditions Obtaining. Correction shall be made for any asphalt included in the car measurements that does not actually become incorporated in the wearing surface, whether the same be wasted, lost, sold, burned, rejected, or otherwise disposed of.

In the computation of tonnages from volume measurements, the specific gravity of the asphalt will be used as the basis for the computation, and proper corrections will be made for temperature differences.

No. 2 Oil in Place:

The quantityto be paid for at the price bid per barrel for "No. 2 Oil in Place" shall be the number of barrels of No. 2 road oil actually incorporated in the work in accordance with the specifications. The quantities shall be determined by measurement of the oil in the railroad cars in which it is received from the refinery, or they shall be determined by such other method as in the opinion of the engineer, is most practicable under the conditions obtaining. Correction shall be made for any oil included in the car measurements that does not actually become incorporated in the work.

A barrel of oil shall be understood to be that quantity of oil which at 60 degrees, Fahrenheit, would have a volume of forty-two (42) standard U. S. gallons.

No. 3 Oil in Place:

The quantity to be paid for at the price bid per ton for "No. 3 Oil in Place" shall be the number of tons of No. 3 road oil actually incorporated in the work in accordance with the specifications. The number of tons shall be computed from volume measurement of the oil in the railway cars, or it shall be determined by such other method as, in the opinion of the engineer, is most practicable under the conditions obtaining. Correction shall be made for any oil included in the car measurements that does not actually become incorporated in the work.

In the computation of tonnages from volume measurements, the specific gravity of the oil will be used as the basis for the computation, and proper corrections will be made for temperature differences.

Gravel Shoulders:

The quantity to be paid for at the price bid per cubic yard for "Gravel Shoulders" shall be the number of cubic yards of gravel or talus rock furnished and used in the construction of gravel shoulders in accordance with the specifications.

Measurement of the gravel or talus rock will be made in the hauling trucks at the point of their loading. Payment for the hauling of the gravel or talus will be made at the price bid for "Hauling Mineral Aggregate."

August 23, 1920.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2000,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of August 11th, we are enclosing herewith six copies of revised estimate as basis for modified agreement covering the Sage Hen Hill-Burns Section, Project No. 142-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. E. Probert,
Office Engineer.

Dictated by J. W. Nash/er.

enel.

Oregon State Highway Department — Project No. 148-A

HINES MILL-BURNS SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Revised Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, August 23rd, 1929.

Grading and Surfacing

4,500 cu. yds.	Common Excavation		$ 0.30	$1,350.00
4,000 cu. yds.	Intermediate Excavation		0.50	2,000.00
500 cu. yds.	Solid Rock Excavation		1.00	500.00
14,000 cu. yds.	Common Embankment		0.20	2,800.00
1,000 cu. yds.	Intermediate Embankment		0.40	400.00
3,000 yd. sta.	Overhaul		0.02	60.00
10 cu. yds.	Class "A" Concrete		30.00	300.00
25 cu. yds.	Class "D" Concrete		25.00	625.00
3,100 lbs.	Metal Reinforcement		0.10	310.00
50 cu. yds.	Cement Rubble Masonry		8.00	400.00
24 lin. ft.	12" Corr. Galv. Iron Pipe		8.50	245.00
30 lin. ft.	18" " " " "		3.00	90.00
30 lin. ft.	36" " " " "		7.00	210.00
25,000 cu. yds.	Base Course Surfacing		1.04	26,000.00
12,000 cu. yds.	Top Course Surfacing		1.04	12,480.00
7,500 cu. yds.	Earth Filler		0.25	1,875.00
130,000 yd. mi.	Hauling Broken Stone		0.15	20,800.00
15,000 yd. mi.	Filler Haul		0.20	3,000.00
		Sub-total		$73,445.00
		10% Engr. & Cont.		7,344.50
		Total.....		$80,789.50

Length of Project 13.071 Miles.
Cost per mile $6,180.82

Bituminous Macadam Wearing Surface (Sta. 1609+04 to Sta. 1645)

Aggregate (Furnished under Contract 1117, Hines Mill-Burns Section)

120 cu. yds.	Grade "A" Materials in Stock Pile	2.25	$	270.00
100 cu. yds.	Grade "B" Materials in Stock Pile	2.25		225.00
330 cu. yds.	Grade "C" Materials in Stock Pile	2.25		742.50
			$	1,237.50

Constructing Bit. Mac. Wearing Surface

0.7 Mi.	Prep. of Base Macadam	150.00	105.00
15 M-Gal.	Sprinkling	3.00	45.00

550 cu. yds.	Placing Mineral Aggregate	$1.70	$ 935.00
800 yd. mi.	Hauling Mineral Aggregate	0.25	200.00
58 tons	No. 3 Oil in Place (Supple. bid)	31.00	1,178.00
0.7 miles	Additional Prep. of Base Macadam	50.00	35.00
			$2,318.00
	Sub-total		$3,755.50
	10% Engr. & Cont.		375.55
	Total.....		$4,131.05

Net length 0.681 miles
Cost per mile $6,066.15

Oil Mat Surface Treatment (Sta. 952+50 to Sta. 1609+04)

12.4 miles	Preparation of Base Macadam	150.00	$ 1,860.00
250 M-Gal.	Sprinkling	3.00	750.00
2,900 cu. yds.	Placing Mineral Aggregate	1.80	5,220.00
3,950 yd. mi.	Hauling Mineral Aggregate	0.25	987.50
260 tons	No. 3 Oil in Place	32.00	8,320.00
12.4 miles	Additional Prep. of base macadam (Supple. Bid)	50.00	620.00
			$17,757.50

Aggregate (Furn. under Sage Hen Hill-Burns Surf. Contr.)

2,900 cu. yds.	Betterment Materials in Stock Pile	1.07	3,103.00
7,800 cu. yds.	Betterment Materials in Haul	0.15	1,152.00
			4,255.00
	Sub-total		$22,012.50
	10% Engr. & Cont.		2,201.25
	Total.....		$24,213.75

Net length 12.390 miles.
Cost per mile $1,954.29

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Grad. & Surf.	$80,780.50	$50,278.50 (62.25%)	$30,514.80	13.071
Bit. Mac. Wear. Surf.	4,131.05	2,570.75 (62.23%)	1,560.30	0.681
Oil Mat. Surf. Treat.	24,213.75	15,068.22 (62.23%)	9,145.53	12.390
Totals	$109,134.30	$67,914.27 (62.25%)	$41,220.03	13.071

Cost per mile, all work - Sta. 1609+04 to Sta. 1645..... $12,846.97

Cost per mile, all work - Sta. 952+50 to Sta. 1609+04..... $ 9,126.11 1930

State Funds for Construction: Chapter 175, Laws 1919: Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

U. S. Grant
Special Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 11, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Reference is made to estimate previously submitted for Oregon Federal Aid Project 148-A, Sage Hen Hill-Burns Section of the Central Oregon Highway.

We are advised that as the project provides for 12.390 miles of surface treated crushed stone and 0.681 miles of bituminous macadam it will be necessary to revise the estimate to show separate estimates of cost, computation of Federal Aid and lengths for each type.

Very truly yours,

W. H. Lynch
District Engineer

By L. J. Caufield
Highway Engineer

August 11, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Reference is made to estimate previously submitted for Oregon Federal Aid Project 148-A, Sage Hen Hill-Burns Section of the Central Oregon Highway.

We are advised that as the project provides for 12.390 miles of surface treated crushed stone and 0.681 miles of bituminous macadam it will be necessary to revise the estimate to show separate estimates of cost, computation of Federal Aid and lengths for each type.

Very truly yours,

W. H. Lynch
District Engineer

By L. J. Caufield
Highway Engineer

F.P. 148-A

August 21, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of August 11th, we are enclosing herewith six copies of the revised estimate as basis for modified agreement, covering the Sage Hen Hill-Burns Section, Project 148-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. H. Nash/er.

encl.

Oregon State Highway Department — Project No. 148-A

SACK MEN HILL-BURNS SECTION

OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Revised estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, August 20, 1930.

Grading and Surfacing

4,500 cu. yds.	Common Excavation		$0.30	$1,350.00
4,000 cu. yds.	Intermediate Excavation		0.50	2,000.00
500 cu. yds.	Solid Rock Excavation		1.00	500.00
14,000 cu. yds.	Common Embankment		0.20	2,800.00
1,000 cu. yds.	Intermediate Embankment		0.40	400.00
3,000 yd. sta.	Overhaul		0.02	60.00
10 cu. yds.	Class "A" Concrete		30.00	300.00
25 cu. yds.	Class "D" Concrete		25.00	625.00
3,100 lbs.	Metal Reinforcement		0.10	310.00
50 cu. yds.	Cement Rubble Masonry		8.00	400.00
98 lin. ft.	12" Corr. Galvanized Iron Pipe		2.50	245.00
30 lin. ft.	18" " "	" "	3.00	90.00
30 lin. ft.	36" " "	" "	7.00	210.00
25,000 cu. yds.	Base Course Surfacing		1.04	26,000.00
12,000 cu. yds.	Top Course Surfacing		1.04	12,480.00
7,500 cu. yds.	Earth Filler		0.25	1,875.00
130,000 yd. mi.	Hauling Broken Stone		0.15	20,800.00
15,000 yd. mi.	Filler Haul		0.20	3,000.00
		Sub-total- - - - -		$78,445.00
		10% Engr. & Cont.		7,344.50
		Total- - - - - - -		$80,789.50

Length of Project 13.071 miles
Cost per mile $6,180.82

Bituminous Macadam Wearing Surface (Sta. 1609+04 to Sta. 1645)

Aggregate (Furnished under Cont. 1117, Hines Mill-Burns Section)

120 cu. yds.	Grade "A" Materials in Stock Pile	$2.25	$270.00
100 cu. yds.	" "B" " " " "	2.25	225.00
330 cu. yds.	" "C" " " " "	2.25	742.50
			$1,237.50

Constructing Bit. Macadam Wearing Surface

0.7 Mi.	Prep. of Base Macadam	150.00	105.00
15 M-Gal.	Sprinkling	3.00	45.00
550 cu. yds.	Placing mineral aggregate	1.70	935.00

880 yd. mi.	Hauling mineral aggregate	$0.25	$220.00
38 tons	No. 3 Oil in Place (Supple. bid)	31.00	1,178.00
0.7 miles	Additional Preparation of Base Macadam	50.00	35.00
			$2,518.00
	Sub-total- - - - - -		$3,735.80
	10% Engr. & Cont.		375.26
	Total- - - - - -		$4,111.06

Net length 0.681 miles
Cost per mile $6,066.15

Oil Mat Surface Treatment (Sta. 952+80 to Sta. 1609+04)

12.4 miles	Preparation of Base Macadam	150.00	1,860.00
850 M-Gal.	Sprinkling	3.00	750.00
2,900 cu. yds.	Placing mineral aggregate	1.30	3,220.00
3,950 yd. mi.	Hauling mineral aggregate	0.25	987.50
260 tons	No. 3 Oil in place	32.00	8,320.00
12.4 miles	Additional prep. of base macadam (Supple. bid)	50.00	620.00
			$17,757.50

Aggregate (Furn. under Sage Hen Hill-Burns Surf. Contr.)

2,900 cu. yds.	Betterment materials in stock pile	1.07	$ 3,103.00
7,800 cu. yds.	" " Haul	0.16	1,152.00
			$ 4,255.00
	Sub-total		$22,012.50
	10% Engr. & Cont.		2,201.25
	Total - - - -		$24,213.75

Net length 12.390 miles
Cost per mile $1,954.29

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Grad. & Surf.	$80,789.50	$50,275.30 (62.23%)	$30,514.20	13.071
Bit. Mac. Wear. Surf.	4,131.06	2,570.75 (62.23%)	1,560.30	0.681
Oil Mat. Surf. Treat.	24,213.75	15,068.27 (62.23%)	9,145.53	12.390
Totals	$109,134.30	$67,914.27 (62.23%)	$41,220.03	13.071

Cost per mile, all work, Sta. 1609+04 to Sta. 1645 - - - - - - - - - - - - $12,246.97

Cost per mile, all work, Sta. 952+50 to Sta. 1609+04 - - - - - - - - - - - 8,135.11

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

FORM S-H-1 E 10000 5000 8-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 148a

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

July 17, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
JUL 18 1930
STATE OREGON HIGHWAY COMMISSION

Attention: Mr. Probert

Dear Sir:

Enclosed herewith Estimate of Cost for the comparison of bids for the Dead Ox Flat and Weiser Spur Sections.

Very truly yours,

H G Smith

HGS:CW
Encl.

Division Engineer.

7/17/30

Malheur County,
Old Oregon Trail Highway,
Dead Ox Flat and Weiser Spur Sections,
10.0 Miles, Regrading and Resurfacing.

Estimate of Costs by H. G. Smith, Division Engineer.
For Comparison of Bids.

Clearing and Grubbing	All				$ 500.00
Excavation, Single Classification	67,000	cu.yds.	at	.30	20,100.00
Overhaul	30,000	yd.sta.	at	.04	1,200.00
Truck Haul	28,000	yd.mi.	at	.20	5,600.00
Class "A" Concrete	110	cu.yds.	at	30.00	3,300.00
Metal Reinforcement	7,000	lbs.	at	.08	560.00
Salvaging and Reinstalling Culvert Pipe	400	lin.ft.	at	1.00	400.00
12" Concrete Culvert Pipe	260	lin.ft.	at	2.00	520.00
18" Concrete Culvert Pipe	210	lin.ft.	at	2.50	525.00
24" Concrete Culvert Pipe	130	lin.ft.	at	3.00	390.00
30" Concrete Culvert Pipe	20	lin.ft.	at	5.00	100.00
36" Concrete Culvert Pipe	10	lin.ft.	at	6.00	60.00
18" Concrete Siphon Pipe	250	lin.ft.	at	3.00	750.00
24" Concrete Siphon Pipe	70	lin.ft.	at	4.00	280.00
12" Corr. Galv. Iron Culvert Pipe	90	lin.ft.	at	2.50	225.00
18" Corr. Galv. Iron Culvert Pipe	60	lin.ft.	at	3.00	180.00
24" Corr. Galv. Iron Culvert Pipe	20	lin.ft.	at	3.00	60.00
36" Corr. Galv. Iron Culvert Pipe	30	lin.ft.	at	6.00	180.00
12" Corr. Galv. Iron Siphon Pipe	110	lin.ft.	at	2.50	275.00
18" Corr. Galv. Iron Siphon Pipe	40	lin.ft.	at	3.00	120.00
Sub-base Course Resurfacing	20,000	cu.yds.	at	1.40	28,000.00
Base Course Resurfacing	10,000	cu.yds.	at	1.40	14,000.00
Grade "A" Materials in Stock Pile	4,000	cu.yds.	at	1.10	4,400.00
Grade "B" Materials in Stock Pile	4,000	cu.yds.	at	1.10	4,400.00
Grade "C" Materials in Stock Pile	5,500	cu.yds.	at	1.10	6,050.00
Gravel Shoulders	5,000	cu.yds.	at	.40	2,000.00
Salvaging Surfacing Materials	6,000	cu.yds	at	.50	3,000.00
Placing Salvaged Surfacing Materials	6,000	cu.yds.	at	.50	3,000.00
Earth Filler	4,000	cu.yds.	at	.30	1,200.00
Sprinkling	750	M-Gals.	at	2.00 2.50	1,500.00 375
Hauling Crushed Gravel, Pile Measure	20,000	yd.mi.	at	.20 .18	4,000.00 - 400
Hauling Salvaged Surfacing	8,000	yd.mi.	at	.20	1,600.00
Hauling Gravel Shoulder Materials	15,000	yd.mi.	at	.20 .18	3,000.00 - 300
Filler Haul	7,000	yd.mi.	at	.20	1,400.00
					$ 112,875.00
Plus 10% for engineering costs and contingencies					11,287.50
					$ 124,162.50
Budget 10 miles removing and rebuilding fence at $300.00					3,000.00
17 Acres right of way at $50.00					850.00
15 Acres right of way at 200.00					3,000.00
					$ 131,012.50

Based on 15% profit to contractor.

PR# 148-A

July 2, 1928

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

We are submitting herewith copies of the price agreement and supplemental specifications for the change in specifications on Projects 148-A and 148-B, which was made necessary by the fact that the top of the base mixture did not set-up as well as was possible, and, for this reason, was not sufficiently well bound to retain the bituminous wearing surface without the special treatment which the said price agreement and supplemental specifications provide for.

We are also submitting copies of the price agreement under which the contractor was required to furnish No. 8 Road Oil in the construction of the bituminous macadam wearing surface in place of asphalt, which change in specifications was made necessary by the fact that a very late spring was experienced in the vicinity of the projects concerned, and the weather continued so cold that asphalt would not give us satisfactory results as the slower hardening road oils.

Revised estimates in which the supplemental prices provided for in the price agreements above referred to are included, will be found herewith. Revised typical cross-section sheets are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engr.

By

S. H. Probert,
Office Engineer.

SHP:ER
encl.

Oregon State Highway Department — Project No. 142-A.

[illegible] Mill - Burns Section of
the Central Oregon Highway in Harney County

(Subject to estimate for numbering. Based on contract prices)

Salem, Oregon, July 1, 1930.

Grading and Surfacing

4,000	cu. yds.	Common Excavation	$0.30	$1,200.00
4,000	cu. yds.	Intermediate Excavation	0.50	2,000.00
500	cu. yds.	Solid Rock Excavation	1.00	500.00
14,000	cu. yds.	Common Embankment	0.20	2,800.00
1,000	cu. yds.	Intermediate Embankment	0.40	400.00
5,000	yd. stn.	Overhaul	0.02	100.00
10	cu. yds.	Class "A" Concrete	20.00	200.00
25	cu. yds.	Class "D" Concrete	25.00	625.00
3,100	lbs.	Metal Reinforcement	0.10	310.00
80	cu. yds.	Cement Rubble Masonry	5.00	400.00
90	lin. ft.	15" Corr. Galv. Iron Pipe	2.50	225.00
20	lin. ft.	18" " " " "	5.00	100.00
20	lin. ft.	36" " " " "	7.00	140.00
85,000	cu. yds.	Base Course Surfacing	1.04	88,400.00
12,000	cu. yds.	Top Course Surfacing	1.04	12,480.00
7,800	cu. yds.	Earth Filler	0.25	1,950.00
130,000	yd. mi.	Hauling Broken Stone	0.16	20,800.00
15,000	yd. mi.	Filler Haul	0.20	3,000.00
				$175,445.00

Bituminous Macadam Wearing Surfacing (Sta. 1009+04 to Sta. 1045)
Complete (Furnished under Contract 1117. Hines Mill-Burns Sec.)

120 cu. yds.	Grade "A" Materials in Stock Pile	$2.25	270.00
100 cu. yds.	Grade "B" Materials in Stock Pile	2.25	225.00
330 cu. yds.	Grade "C" Materials in Stock Pile	2.25	742.50
			$1,237.50

Constructing Bit. Mac. Wearing Surface (Sta. 1009+04 to Sta. 1045)

0.7 miles	Preparation of Base Macadam	150.00	105.00
15 M-Gal.	Sprinkling	3.00	45.00
550 cu. yds.	Placing Min. Aggregate	1.70	935.00
880 yd. mi.	Hauling Min. Aggregate	0.25	220.00
50 tons	No. 5 Oil in Place (Supplemental bid)	21.00	1,170.00
0.7 miles	Additional Preparation of Base Macadam (Supplemental bid)	50.00	35.00
			$2,310.00

Oil Mat Surface Treatment (Sta. 952+80 to Sta. 1009+04)

10.4 miles	Preparation of Base Roadbed	$150.00	$1,560.00
[illegible]	Sprinkling	5.00	750.00
5,000 cu. yds.	Placing Mineral Aggregate	1.00	5,000.00
5,000 yd. mi.	Hauling Mineral Aggregate	0.25	937.50
[illegible] tons	No. 5 Oil in Place	22.00	8,250.00
10.4 miles	Additional Preparation of Base Roadbed (Supplemental bid)	50.00	520.00
			$ 17,797.50

Approach (Furnished under Sage Hen Hill-Burns Surf. Contract)

Work to be [illegible]			
2,500 cu. yds.	Betterment Materials in Stock Pile	1.07	$ 2,675.00
7,200 yd. mi.	Betterment Materials Haul	0.18	1,296.00
			$ 3,971.00
	Sub-total - - - - - - - -		$ 99,511.00
Location by station numbers	[illegible]	15% Engr. & Cont. - - -	2,987.30
		Total - - - - - - - - - -	$102,134.30

Names of pay items, estimated quantities and agreed prices [illegible] 400 tons at $5.40 per ton = $2160.00.

In lieu of 300 tons 3/4" rock - credit at $7.20 = $2160.00.

Length of Project 15.071 miles.

Cost per mile $6,348.54.

Specifications, basis of measurement and [illegible] given on pages to be found in general provisions of Project Plans on Pages 26 to 34 inclusive. The unit of measurement to be the same as specified for Oil in the special provisions of Contract Plans.

[illegible] (A [illegible] unit)

[illegible]

—34—8-37.

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

Job Vale Oiling Project.

Highway Old Oregon, John Day and Central. Date June 6, 1937.

County Malheur and Harney. Contract No. 1154

Contractor J. C. Compton. Price Agreement No.

Address Nyssa, Ore.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Substitute /3 Oil for "F" Grade Asphalt on Unit "D" of Section 6.

Location by station numbers: 1616 plus 78 to 1705 plus 84.
Hines Mill-Burns Units.

Names of pay items, estimated quantities and agreed prices: 200 tons at $31.00 per ton - $6200.00.
In lieu of 200 tons "F" Grade Asphalt at $32.50 - $6500.00.

Specifications, basis of measurement and other provisions: Same as those in Special provisions of Contract /1154 on Pages 22 to 26 inclusive. The Unit of Measurement to be the same as specified for /3 Oil in the special provisions of Contract /1154.

(Use back of sheet if more space is required)

Recommended for approval:
W. H. Stiffler (24)
Resident Engineer.

Signed:
J. C. Compton (24)
Contractor.

Recommended for approval:
H. C. Smith (24)
Division Engineer.

Approved:
Roy A. Klein (24)
State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

COPY

OREGON STATE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

Job Vale Oiling Project

Highway ..... Date May 19, 19[illegible]

County Malheur and Harney ..... Contract No. 3254

Contractor J. C. Compton, ... Price Agreement No. .....

Address Hallsmville, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Change in specifications as noted.

Location by station numbers: Burns - Sage Hen Hill Section.

Names of pay items, estimated quantities and agreed prices: Price of $30.00 per mile for cleaning and placing rock now on the roadway over application of oil.

Call this item "Placing Rock Involved in Oil Binding of Base Mesdam."

Specifications, [illegible] See attached sheet.

(Use back of sheet if more space is required)

Recommended for approval:

W. W. Stiffler (Sd)

Resident Engineer.

Signed:

J. C. Compton (Sd)

Contractor.

Recommended for approval:

H. C. Smith (Sd)

Division Engineer.

Approved:

Roy A. Klein (Sd)

State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit five copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

COPY

Preparation of Base:

The preparation of the base by means of the M-1 specification shall be eliminated, otherwise the preparation of base shall be as specified.

Salvaging the Mineral Aggregate on the Roadway on both Units A and B, Section 81

The coarser portion of the loose mineral aggregate now on the roadway shall be salvaged and used in the following manner:

#1 The coarser portion of the loose material shall be bladed on one half the width of the roadway after which the remaining half shall be thoroughly swept and cleaned. The coarser portion of the mineral aggregate shall again be moved over upon the half of the roadway that has just been swept after which the second half shall be thoroughly swept and cleaned.

#2 An application of #3 road oil at the rate of 1/4 gallon per square yard shall then be made upon the clean half of the roadway and shall immediately be covered by the coarse mineral aggregate by means of blade graders so manipulated that the wheels will not come in contact with the oil. The remaining half shall again be swept clean followed by an application of #3 road oil and covered by the excess loose aggregate in place on the remaining half of the roadway. Additional material shall be spread and hand spotted to give a complete cover of stone after which the mineral aggregate shall be thoroughly broomed and rolled and allowed to stand under traffic four or five days.

Alteration in Plan Applying Particular to Unit A, Section 8.

This section involves the construction of a bituminous macadam, type B-2, and the construction shall proceed in accordance with the contract specification with the following exceptions:

The excess mineral aggregate placed upon the application of oil made as above described shall be removed by blading and brooming after which a tack coat of .15 gallons per square yard of grade 2 asphalt shall be made.

Specifications Applying Particularly to
Unit A, Section #1

#1 The excess mineral aggregate placed on top of the first coat of oil, placed as above described, shall be removed by blading and brooming until the surface is thoroughly cleaned.

#2 An application of .35 gallons per square yard of #3 road oil shall be made followed by a spread of .015 cubic yards per square yard of stone hauled from stockpiles. This shall be bladed, brushed, hand spotted and rolled in accordance with the method as given in the contract.

Measurement and Payment:

Measurement and payment shall be made in accordance with the items of the contract prices as described in the special provisions attached to the contract with the exception of the item of "Salvaging Mineral Aggregate" for which no price was given in the original contract. The quantity to be paid for at the supplementary price bid for "Salvaging Mineral Aggregate" shall be the number of miles of the work necessarily performed in the cleaning of the mineral aggregate now on the roadway surface by blading and brooming and the covering of the first application of oil with the coarser, cleaner particles of mineral aggregate by blade graders. The amount of salvaging of the mineral aggregate shall be understood to be the number of miles or fractions thereof on which this type of work is performed in accordance with the Supplementary Provisions as given herewith. Fractional miles shall be measured in one tenth mile units.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, ORES.

June 9, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:- Attention - Mr. R. H. Baldock

Receipt is acknowledged of your letter of May 21st, relative to change in specifications on Oregon Federal Aid Project 148-A and 148-E, the Sage Hen Hill - Burns Section of the Bend-Burns Highway.

In your letter mention is made of the special price agreement made with the contractor, but copies were not enclosed. Will you please forward us four copies of the special price agreement covering this change.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis,
Highway Engineer.

Mr. Probert
Will you please
send us your agreement

RECEIVED
JUN 10 1930
OFFICE OF
MAINTENANCE ENGINEER

148-A

April 26, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate on basis for modified agreement covering the Sage Hen-Hill-Burns Section, Project No. 148-A.

This estimate has been revised in accordance with your letter of April 23, eliminating the road mix surface treatment between Stations 1438+00 and Station 1543+60.

With reference to your inquiry regarding the supplemental agreement covering the 600 cubic yards of additional Grade "C" materials, we wish to advise that this material which is being furnished under our Contract 1117, added to the amount called for under the original contract, is 1900 cubic yards. This material is being used for the construction of the bituminous macadam wearing surface on the Hines Mill-Burns Section, Project No. 148-E, and the agreement estimate for this work calls for 2300 cubic yards of Grade "C" material. This amount, added to 330 cubic yards of Grade "C" material, which is called for under this estimate, totaling 1630 yards, only leaves a difference of 170 yards. As these materials are placed in stock pile and it is impossible to pick up the entire quantity of stockpiled material, it does not appear to us that there should be an unnecessary amount of Grade "C" materials produced.

Estimate in my file

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

148 A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 23, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:- Attention - Mr. Probert

Receipt is acknowledged of estimate for Oregon Federal Aid Project No. 148-Section A, Revised - to include oiling as part of the crushed rock surfacing, contract for which was let about March 3rd.

Reference is made to previous correspondence and conversations with Mr. Baldock relative to the M-1 Specification to be used on about two miles of this project. We have advised that this specification was not satisfactory, due to the thickness, our cooperation on a light oil road mix being limited to a minimum thickness of 2½ inches, or your M-3 Specification.

In the above mentioned estimate it is noted that the road mix treatment, M-1, has been included, and the estimate is being herewith returned for correction by eliminating this item from the Federal Aid portion of the estimate and showing it as a non-Federal Aid item.

The supplemental agreement attached with the estimates is being held in this office -- pending return of the estimate; however, on this supplemental agreement it is noted 600 cubic yards of Grade C materials are called for, and but 330 cubic yards are shown on the estimate. It would facilitate approval if the difference in the two quantities were explained.

Would suggest that the corrected estimate be returned promptly in order that the modification of the project agreement may be drawn before construction starts.

Very truly yours,

W. H. LYNCH
District Engineer.

148 A

April 11th, 1930.

Mr. W. M. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Sage Hen Hill-Burns Section, Project No. 148 A.

We are likewise enclosing three copies of supplementary agreement for extra Grade "C" Materials, which is being furnished under the contract for surfacing the Hines Hill-Burns Section.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

Estimate in my file

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash : TP
Enc.

CONFIRMATION

OF PUBLIC ROADS

XXXXXXXXXXXXXXXXXXXXXXXXX DAY LETTER

SC10-20- OREGON

Portland Oregon
March 11 1930

Klein
State Highway Commission
Salem Oregon

Reference Oregon oiling specifications Regional Office finds specifications M One and M Two unsatisfactory account inadequate thickness and doubtful if Bought Smith Light or Bought Dash Two Nine will be considered sufficient advance in type to justify reopening Stop Also B Dash Two unsatisfactory account unnecessary portion placing base course in two applications and small size of coarse aggregate Stop Specification B Six will be recommended for approval by Regional Stop Have wired for decision concerning M Three which is apparently satisfactory Stop Letter follows

ELLIOTT

PR# 148-A ✓

REFERRED TO

[signature]
State Highway Engineer

148-A

February 21, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate/~~decompany~~ plans and five copies of special provisions covering the construction of bituminous macadam wearing surface and oil mat treatment on the Sage Hen Hill-Burns Section, Project 148-A.

Five blue print copies of the summary sheet showing the typical cross-section are being sent under separate cover.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. H. Nash/AP
Encls.

/bo

Oregon State Highway Department — Project No. 148-A

SAGE HEN HILL-BURNS SECTION OF THE CENTRAL OREGON HIGHWAY

IN HARNEY COUNTY

(Estimate accompanying specifications for bituminous macadam wearing surface and oil mat surface treatment. Not as basis for project agreement.)

Salem, Oregon, February 21, 1930.

Bituminous Macadam Wearing Surface (Sta. 1009+04 to Sta. 1645)
Aggregate (Furnished under Contract 111, Burns-Burns Section)

120 cu.yds	Gr. A Materials in Stock Pile	$2.25	$270.00
100 cu.yds	Gr. B Materials in Stock Pile	2.25	225.00
330 cu.yds	Gr. C Materials in Stock Pile	2.25	742.50

Construction of Bituminous Wearing Surface

0.7	Mi.	Preparation of Base Macadam	100.00	70.00
15	M-Gals	Sprinkling	2.00	30.00
550	cu.yds	Pleasing Mineral Aggregate	1.15	632.50
880	yd.mi	Hauling Mineral Aggregate	.40	352.00
35	Tons	Asphalt in place	37.00	1,295.00

Oil Mat Surface Treatment (Sta. 952+50 to Sta. 1645+00)

10.4	Miles	Preparation of Base Macadam	100.00	1,040.00
250	M-Gals	Sprinkling	2.00	500.00
2,900	cu.yds	Pleasing Mineral Aggregate	1.15	3,335.00
3,950	yd.mi.	Hauling Mineral Aggregate	.40	1,580.00
260	Tons	No. 3 Oil in Place	34.50	8,970.00

Aggregate (Furnished under surfacing contract)

2,900	cu.yds	Betterment Materials in Stock Pile	1.07	3,103.00
7,200	yd.mi.	Betterment Haul	.16	1,152.00

Road Mix Surface Treatment (Sta. 1438+00 to Sta. 1543+60)

2.0	Miles	Shaping and Scarifying	200.00	400.00
2.0	Miles	Mixing and Finishing	300.00	600.00
520	bbls.	No. 2 Oil in Place	3.75	1,950.00

Sub-total	$26,247.00
10% Engr. & Cont.	2,624.70
Total	$28,871.70

Length of project 13.071 miles
Cost per mile $2,208.33

State Funds Available	$10,904.85
Federal Aid Requested	17,966.85
	$28,871.70

SAGE HEN HILL-BURNS SECTION

Oregon Federal Aid Project No. 148-E.

UNIT PRICE ANALYSIS

Bituminous Macadam Wearing Surface

Item	Cost per Cu.Yd.
Supervision and overhead	$ .15
Spreading and rolling	.60
Set-up and dismantle plant	.10
Traffic control	.05
Delays	.10
	$ 1.00
15% Profit	.15
	$ 1.15

Asphalt

	Cost per Ton
Cost F.O.B. Burns	$ 23.20
Haul, haul and spread	7.00
Overhead and supervision	2.16
	$ 32.16
15% Profit	4.84
	$ 37.00

Oil Mat Surface Treatment

	Cost per Cu.Yd.
Supervision and overhead	$ .15
Spreading and rolling	.60
Setup and dismantle plant	.10
Traffic control	.05
Delays	.10
	$ 1.00
15% Profit	.15
	$ 1.15

No. 2 011

	Cost per ton
Cost F.O.B. [illegible]	$ 21.70
Heat, haul and spread	6.80
Overhead and supervision	1.50
	$ 30.00
15% Profit	4.50
	$ 34.50

1-14-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please
refer to File No. _____

Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 14S-A.

~~Under separate cover approved plans are also being sent to you.~~

Very truly yours,

W. H. LYNCH
District Engineer

By _____

Encls.

Oregon
148a

SPECIAL PROVISIONS

Sage Hen Hill-Burns Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon at ten o'clock A. M. (10:00 A. M.) on the twenty-ninth day of March, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 13.1 miles of broken stone surfacing on the Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County, and of the furnishing of approximately 6,500 cubic yards of broken stone for use by the state in connection with maintenance operations. The work includes, also, about 20,000 cubic yards of roadbed widening and regrading work, this part of the work being in the nature of preliminary preparation for the surfacing work.

The west end of the project is at Station 952+50, which station is at the summit of Sage Hen Hill and about sixteen miles west of the town of Burns. The east end of the project is at Station 1645+00, which station is about 2.8 miles west of the intersection of Second and Monroe Streets in Burns.

DATE OF COMPLETION

The work to be done under the contract shall be completed by not later than November 30, 1929.

REGRADING WORK

Description:

The regrading work to be done under this contract consists of the following:

1. The building up of a higher grade on the following portions of the project:

Stations	1088+00	to	1090+50
"	1130+90	to	1175+00
"	1197+00	to	1220+00
"	1226+00	to	1237+00
"	1315+00	to	1332+00
"	1339+00	to	1357+00
"	1386+00	to	1405+00
"	1535+00	to	1545+00

9-17-29

9-17-29

2. The building up of standard super-elevations on curves.

3. The construction of two ten-foot slab span bridges at Stations 1144+40 and 1322.

4. The extending of a few of the existing pipe culverts.

5. The widening and reshaping of the existing roadbed to make the same conform with the regrading cross-section shown on the accompanying typical section plan.

Except as hereinafter otherwise provided, each of the various classes of work involved in the regrading shall be performed in accord with the standard specifications which apply to the particular class of work.

Clearing and Grubbing:

The contractor will be required to perform clearing and grubbing work only within such areas as are to be occupied by embankments and by excavations (including borrow pits).

Payment for clearing and grubbing shall be understood to be included in the payments to be made for the excavation and embankment items.

Culvert Pipe:

The corrugated galvanized iron pipe included among the bid items is intended for use in making extensions to existing pipe culverts.

The prices bid for the pipe shall be understood to include and cover the making of the necessary excavations, the removing of the headwalls from the pipes to be extended, the furnishing and placing of the new pipe, the joining of the new lengths of pipe to the old pipe by means of suitable collars, and the back-filling around the new pipe.

Concrete Slab Bridges:

The ten-foot slab span bridges to be constructed at Station 1144+40 and 1322 shall be constructed in accord with the accompanying bridge plan, and in accord with the standard specifications for "Concrete for Structures", "Metal Reinforcement" and "Cement Rubble Masonry", as these specifications are given on pages 59 to 68, inclusive, of the standard specification form.

Class "D" Concrete shall be a concrete which will conform with all specifications for Class "A" concrete and which in addition, will contain not less than 7.3 sacks of Portland cement per cubic yard of concrete in place. The "mix" for this class of concrete will be approximately 1:2:3.

The bridges shall be constructed with roadways twenty-two feet in width. The abutments shall be constructed of cement rubble masonry.

For the construction of the bridges, the contractor will receive payment at the prices bid for the following items:

1. Cement Rubble Masonry
2. Class "A" Concrete
3. Class "D" Concrete
4. Metal Reinforcement.

The quantities of each to be paid for shall be the quantities actually furnished and incorporated in the work in accordance with the specifications.

For whatever quantity of excavation is made in connection with the bridge construction, payment will be made at the same price, or prices as apply to the same class or classes of roadbed excavation.

Excavation and Embankment Construction:

For the excavation of materials in connection with the widening of cuts, payment will be made at the prices bid for the following items:

1. Common Excavation
2. Intermediate Excavation
3. Solid Rock Excavation

The prices bid for these items shall be understood to include and cover the placing of the materials in embankment as required, with the proviso, however, that whatever haul is in excess of three hundred (300) feet will be paid for at the price bid per yard station for overhaul.

The quantities to be paid for at the prices bid for common, intermediate and solid rock excavation shall be determined by measurement of the materials in their original position prior to excavation.

For such elevating and widening of roadbed and building up of super-elevation as is accomplished with borrow materials, payment will be made at the prices bid for the following items:

1. Common Embankment
2. Intermediate Embankment

The prices bid for these items shall be understood to include and cover the excavating and transporting of the materials, with the proviso, however, that whatever haul is in excess of three hundred feet will be paid for at the price bid per yard station for "Overhaul."

The quantities to be paid for at the prices bid for common and intermediate embankment shall be determined by measurement of the completed embankments.

The three classification basis of classification as described on page 22 of the standard specifications, shall be understood to apply in the classification of pay quantities of embankment as well as in the classification of pay quantities of excavation. Common embankment shall be understood to be embankment constructed of materials which, in excavation, would classify as common excavation. Intermediate embankment shall be understood to be embankment constructed of materials which, in excavation, would classify as intermediate excavation.

The materials required for embankment construction on those portions of the project over which the roadbed is to be constructed to higher grade-lines than was the old roadbed, shall be "borrowed" from alongside the roadbed in such manner as will best serve to provide good drainage.

Time of Performance:

The regrading work shall be performed as early in the spring of 1929 as weather conditions will permit in order that the embankments may become as thoroughly compacted as possible before the surfacing materials are placed upon them.

BROKEN STONE SURFACING

Standard Specification to Apply:

The broken stone surfacing shall be constructed in accordance with the standard specification for "Rock Surfacing" as the same is given on page 28 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone surfacing shall be clean broken stone manufactured from

the hardest, most durable and otherwise most suitable rock available from the quarry site situated on the south side of the highway at Station 1312+00.

Sizes of Materials:

The broken stone to be used in the surfacing work shall be of two sizes, viz: base course broken stone and top course broken stone.

Base course broken stone shall be crusher run broken stone all of which will pass a screen having two and one-half (2½) inch circular openings. It shall be well graded from the two and one-half inch size to dust.

Top course broken stone shall all pass a screen having three-quarters (3/4) inch circular openings, and shall all be retained on a screen having one-eighth (1/8) inch square openings. It shall be well graded from the three-quarters inch size to the one-eighth inch size.

Quarry Rock to be Screened:

Before the quarry rock is allowed to pass into the crusher it shall have screened from it, by means of a suitable revolving screen or revolving grizzly, all dirt, rock fragments and other material that will pass a screen having one inch circular openings. The material thus removed from the quarry rock shall be wasted unless the engineer orders its incorporation in the resurfacing as a "filler", in which event it shall be furnished and paid for in the same manner and at the same price as applies to other materials furnished and placed under the item "Earth Filler."

Cross-section:

The portions of the project over which each of the two cross-sections shown on the typical cross-section plan shall apply, are as follows:

Sta. to Sta.	Cross-section to Apply	Lin.Ft. Cross-Sec. A	Lin.Ft. Cross-Sec. B.
952 to 1027	B		7500
1027 to 1050	A	2300	
1050 to 1058	B		800
1058 to 1078	A	2000	
1078 to 1095	B		1700
1095 to 1360	A	26500	
1360 to 1385	B		2500

Sta. to Sta.	Cross-Sec. to Apply	Lin.Ft. Cross-Sec. A.	Lin.Ft. Cross-Sec. B
1385 to 1405	A	2000	
1405 to 1460	B		5500
1460 to 1467	A	700	
1467 to 1493	B		2600
1493 to 1645	A	15200	
		48700	20600

Measurement and Payment:

Payment for the broken stone surfacing constructed as specified will be made on the same basis as is specified in the standard specification for rock surfacing, except that separate payment will be made for the hauling of the materials from the bunkers to the place of deposit on the highway, this separate payment to be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure." Haul distances will be measured in half-mile units, fractional half miles being allowed for as full half miles.

MATERIALS FOR MAINTENANCE AND BETTERMENT PURPOSES

Standard Specification to Apply:

The materials to be furnished for use by the state in connection with maintenance operations, shall be furnished in accordance with the standard specification for "Materials for Maintenance Purposes" as the same is given on page 32 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Size of Materials:

The maintenance materials shall be broken stone of the same size and grading as is hereinbefore specified for top course broken stone for use in the construction of the broken stone surfacing.

Height and Form of Piles:

The piles shall be not less than ten (10) feet in height with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable.

Measurement and Payment:

The maintenance materials furnished and stockpiled as specified will be measured and paid for as specified in the

standard specification for "Materials for Maintenance Purposes."

The materials will be paid for at the price bid for "Maintenance Materials." The hauling will be paid for at the price bid for "Hauling Broken Stone, Pile Measure."

The materials will be measured in the completed stock piles. The haul distances will be measured as specified in the standard specification for "Materials for Maintenance Purposes."

EARTH FILLER

Standard Specification to Apply:

Earth filler shall be furnishedand placed in accordance with the standard specification for "Earth Filler" as the same is given on page 31 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Kind and Source of Materials:

The materials that the contractor will be required to load, haul and incorporate in the surfacing under the item "earth filler" shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher (as hereinbefore provided), and/or the material below one-eighth (1/8) inch in size which is to be screened from the broken stone (as hereinbefore provided), and/or sand or sand loam from such sources as the engineer may select and designate.

MISCELLANEOUS PROVISIONS

Use of Materials from Stock Piles:

The right is reserved by the state to use materials from stock piles before the piles have been entirely completed and measured. The quantities of materials so used shall be measured in the trucks into which they are loaded from the stock piles, but from such measurement a deduction of ten (10) per cent shall be made for "swell". Payment will be made for the materials at the price which applies to the same class of materials delivered in stock pile, and allowance shall be made for the hauling of the materials from the bunkers to the stock pile site at the price bid for "Hauling Broken Stone, Pile Measure."

Disposition of Rejections:

In accord with the provisions which appear on page 15 of the standard specification form under the head "WAste Materials and By-Products To Be Property of State", the materials screened from the quarry rock and the one-eighth inch materials screened from the broken stone shall become the property of the state, payment therefor being understood to be included in the payment for the surfacing and for the maintenance materials as hereinbefore specified.

If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be used as filler material in the surfacing, they shall be so used, and for the loading, hauling and placing of the materials, so used, the contractor will receive payment in the same manner and at the same prices as he receives payment for any other materials furnished under the item "Earth Filler." If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be hauled and stock-piled, they shall be so hauled and stock-piled, and for the loading, hauling and stock-piling, the contractor will receive payment at a price of twenty-five cents ($0.25) per cubic yard, the materials to be measured in the completed stock piles, it being understood that if the materials are hauled more than one-half mile, payment will be made for the part of the haul that is in excess of one-half mile at the price bid per yard mile for "Hauling Broken Stone, Pile Measure," the pay distances to be measured to the nearest one-hundredth of a mile, and so allowed for.

#10X3
130C
PI 148a

November 19, 1929

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Attention Mr. Walter F. Cline.

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Shell Oil Company, in which they advise that their claim against Wren and Greenough in the sum of $806.80 had been paid in full.

This information is furnished you as you appear as surety on the bond furnished by Wren and Greenough in connection with the project mentioned in the letter.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

November 19, 1929

Shell Oil Company
Ontario, Oregon

Attention Mr. R. E. Bristol.

Gentlemen:

This acknowledges receipt of your letter of the 16th inst. advising us that your claim in the sum of $306.39 against Wren and Greencugh for oil and grease furnished them in connection with their contract for the surfacing of the Sage Hen Hill Section of the Central Oregon Highway, had been paid in full.

We thank you for this information and are passing the same along to Wren and Greencugh and the surety on their bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:EF

SHELL OIL COMPANY

PETROLEUM PRODUCTS

Ontario, Oregon
November 16, 1929

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

RECEIVED
NOV 18 1929
OREGON

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Roy A. Klein.

Gentlemen:

We wish to file release from our claim of $206.39 against the Wren & Greenough Company for Oil and Grease furnished them on the State job of surfacing of the Sage Hen Hill Section of the Central Oregon Highway in Harney County.

Thanking you for the information you have given us.

Yours very truly,

SHELL OIL COMPANY

H. E. Frost

#1083

ANSWERED
H. B. C.

#1083
130C

FR 148a

October 14, 1929.

United States Fidelity & Guaranty Company,
Mr. Walter F. Klein, Agent,
Porter Building,
Portland, Ore.

Gentlemen:

This letter is to inform you that we have today received notice from the Shell Oil Company in which they advise us of their claim against Wren & Greenough, for lubricating oil and grease furnished this contractor in the sum of $206.58, and used in connection with his contract for the surfacing Sage Tenhill-Burns Section of the Central Oregon Highway in Harney county, being state contract #1085.

This information is furnished you as you appear as surety on the bond furnished by Wren & Greenough for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. CLAIRE,
Chief Clerk.

HBC:ECH.

#1083

October 14, 1929.

Shell Oil Company,
Ontario, Oregon.

Gentlemen:

This acknowledges receipt of your letter of the 12th inst., in which you advise us of your claim in the sum of $206.38, against the Wren & Greenough Company for oil and grease furnished this contractor in connection with his work for the State Highway Commission covering the surfacing of the Eagle Valley-Burns Section of the Central Oregon Highway in Harney County.

In connection with this contract Wren & Greenough furnished the surety bond to the state which was for the protection of labor and material claims and all just debts, dues and demands incurred against the project.

This bond is offered to you for your protection. It was written by the United States Fidelity and Guaranty Company for whom Walter F. Klein is the local agent, with offices in the Porter Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. GLAISYER,
Chief Clerk.

HBG:ECH.

#1085

SHELL OIL COMPANY

PETROLEUM PRODUCTS

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Ontario, Oregon
October 12, 1929

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned Shell Oil Company has a claim for Lubricating Oil and Grease in the sum of $206.39 against the bond taken from Wren & Greenough for the work of surfacing 13 miles of State Highway on Job Number 13 P. C. near Burns, Ore.

Yours very truly,

SHELL OIL COMPANY

BY _____

FORM 3-25-1 0-18469 1000 8-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 1480

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

October 12, 1929.

RECEIVED
OCT 14 1929
OREGON
STATE HIGHWAY COMM.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Final records of the Sage Hen Hill-Burns surfacing are going forward by express.

The over-run was occasioned by the increase in grading of about $4,000.00 caused by the widening of the roadbed to eighteen feet as occasioned by the Bureau of Public Roads. The preliminary estimate shown on the quantity summary sheet, is that of the original estimate and no allowance being made for this increase.

The filler and filler Haul is increased slightly due to the fact that it was impossible to hold the road on the amount of light filler which we had anticipated.

No sprinkling had been provided for in the original estimate because it was not thought that sufficient water could be obtained to do much good, but the road got into such a terrible state that it was absolutely necessary to sprinkle, even where we had to buy water from the ranches at the expense of their irrigation. It was impossible to hold the sub-grade or surfacing in any shape at all without the use of water, and the dust was so heavy that it rendered traffic hazardous. The cost of the water together with the long haul, made the expense quite high, but I do not see how the job could have proceeded otherwise.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encls.

#1053
138C

PR148a

September 25, 1929

Mr. D. L. Carter,

Weiser, Idaho.

Dear Sir:

Replying to your inquiry of the 21 inst., concerning the contract of Wrenn-Grenough for the construction of the Sage Hen Hill-Burns section of the Central Oregon Highway, we wish to say that an inspection of our records show that Mr. T. O'Brien is doing sub-contract work on this project. The name Marie Flynn does not appear on any of the estimates received.

I would suggest that you make further inquiry of our Resident Engineer, Mr. Tom Opedal at Burns, Oregon. Mr. Opedal has charge of this work and can inform you fully.

Very truly yours,

ROY A KLEIN,
State Highway Engineer.

By
H. B. Glaisyer,
Chief Clerk.

HBG:MK

D. L. CARTER
LAWYER
WEISER, IDAHO

Sept. 21, 1929.

State High-way Dept.,
Salem, Oregon.

Gentlemen:

Will you please advise me who is the sub-contractor from Wrenn-Grenough on the Burns-Bend high way-whether it is T. O'Brian or Marie Flynn.

Very truly yours,

DLC/LC

D. L. Carter

T. O'Brian of Iowa or M. Marie Flynn of Ore. Con contract #1053,

RECEIVED
1929

ANSWERED
H. B. G.

Form 59—D. C. 37—4M—4-29.

PR 148a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 7, 1929

Job name Sage Hen Hill - Burns — Week from Aug 30 to Sept 7

Mail address Burns

Highway Central Oregon — Telegraph or telephone address 11

County ..... Job prefix ..... Express and freight address 11

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Job complete except a little finishing

Party on estimate

(See back of this sheet for instructions and detailed information)

Signed Tom Proctor

Title Act Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 13 1

Miles completed Abaut All

Miles partially done All

Total cubic yards in project 43516

Cubic yards produced to date 43516

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week 30 men,

..... teams, 6 trucks

Project will be completed ~~about~~ In a few days

Number of men in Engineering Party 4

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 13 PC ..... *Percentage* 75
2. 136-B-13 W 4 D ..... *Percentage* 25
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 4+8 a

NOTED

Aug 16 1929

Aug 9 – Aug 16

Burns

Sage Hen 4.1 – Burns

Central Ore

Harney 3 Pf

PROJECT AGREEMENT

Base rock all placed about 1½ Mi

Top to be placed to finish road surfacing.

Starts Sat. mile to-morrow while waiting

for Base to be prepared for top.

Cleaning ditches, slopes etc.

Jim Pollock

act Res Engr.

RECEIVED
AUG
OREGON
STATE HIGHWAY COMMISSION

A4pr 5719
Pl 148a

Form P. R. 2
State Oregon
Project No. 148, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8 day of August, 1929
by and between the State Highway Commission of Oregon
, constituting
for the purpose hereof, the Highway Department of the State of Oregon
hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved by the Secretary on the 2nd day of April, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 2nd day of April, 1929, and approved by the Secretary on the 17th day of September, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifty thousand, two hundred seventy-five and 30/100
Section A of
dollars ($ 50,275.30) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account [illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 952+50 in Sec. 31, T.23 S., R.29 E., W.M., and survey station 1645+00 in the N.E.¼ of Sec. 26, T.23 S., R.30 E., W.M., approximately 1.4 miles west of the city limits of Burns,

terminal points, a distance of 13.071 miles, known locally as the Bend-Burns Highway, Federal Aid Highway Route No. 21 between Sage Hen Hill and Burns, Harney County, being Section A of Oregon Federal Aid Project No. 148.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty thousand, two hundred seventy-five and 30/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty thousand, seven hundred eighty-nine and 50/100 dollars, the approved total estimated cost of Section A of said project.

8—5918

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ..... STRICKEN OUT

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county) of ..... (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

..... (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws of 1917.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 17th day of September, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. N. Dunlap
Acting Secretary of Agriculture.

8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 952+50 in Sec. 31, T.23 S., R.29 E., W.M., and survey station 1645+00 in the N.E.¼ of Sec. 26, T.23 S., R.30 E., W.M., approximately 1.4 miles west of the city limits of Burns, locally known as the Bend-Burns Highway, Federal Aid Highway Route No. 21 between Sage Hen Hill and Burns, Harney County, and designated in the records of this Department as Project No. 148 Section A of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $80,709.50 as the total estimated cost of Section A of said project, and the sum of $60,275.30 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorized Federal pro rata share the percentage of said total estimated cost.

Done at the city of Washington, this 17th day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

P. N. Aldrich

Acting Secretary of Agriculture.

8—4530

1-R 148a

August 7, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer now to your letter of July 26th requesting a statement in regard to the necessity of measuring embankment materials "in embankment" rather than "in excavation", which request applies to the Sage Hen Hill-Burns Section of the Central Oregon Highway (Federal Aid Project No. 148-A).

The country traversed by this project is what is commonly called a scab rock country in which the bed rock lies very close to the surface. As a result of this condition, the borrow pits are necessarily of irregular cross section, most of them being very shallow and covering wide and irregular areas. This condition is further complicated by the fact that the areas from which materials are being borrowed are crossed by the borrow pits which were excavated at the time the roadbed was originally constructed.

On account of the conditions mentioned, it would be impracticable, if not impossible, to make an accurate measurement of the materials "in excavation". We have, accordingly, made provision in the contract for the measurement of the borrowed embankment materials "in embankment".

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AF

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

July 29, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

In answer to your letter concerning the necessity of measuring embankment in place on the Sage Hen Hill-Burns Project, No. 148A.

I beg to advise that while it would not have been absolutely necessary to measure embankment inplace at the beginning of the job, it was far more accurate to do so. The difficulty of measuring the excavated material where borrow was being secured from ground occupied by old borrow pits and irregular drainage ditches, is self-evident. In many instances the depth of cutting would only amount to a few tenths over considerable width which would make remeasurements very inaccurate and costly.

On the other hand the embankments are very regular and easy to take and no question can arise concerning measurements.

Very truly yours,

H. G. Smith

HGS:OW

Division Engineer.

July 27, 1929

Mr. E. G. Smith
Division Engineer
La Grande, Oregon

Dear Sir:

We quote as follows from a letter today received from the Bureau of Public Roads in regard to the Sage Hen Hill-Burns Project, Federal Aid Project No. 148-A:

"Before we can submit these agreements to Washington for approval, a showing will have to be made that it is necessary to measure embankment in place. Will you please submit a statement covering the necessity for this method of measurement?"

Kindly supply us with information which will enable us to reply to the Bureau's inquiry.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

SHP:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

July 26, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to Oregon F.A.P. No. 148 - Section A,-- Burns to Sage Hen Hill Section of the Central Oregon Highway.

Enclosed are three copies of the project agreement for the signature of the State Highway Department. When these have been signed please return them to this office.

Before we can submit these agreements to Washington for approval a showing will have to be made that it is necessary to measure embankment in place. Will you please submit a statement covering the necessity for this method of measurement.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

PR 14 P-L.

May 27, 1929.

Mr. W. K. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Reference is made to your letter of April 30, concerning the Sage Hen Hill-Burns Project (Federal Aid Project No. 148-A).

We have investigated the possibilities of increasing the width of roadbed from 22 feet to 24 feet, and we find that to make this change will require additional excavation as follows:

Common	3,000 cu.yds
Intermediate	3,500 cu.yds
Solid Rock	4,500 cu.yds
Total	11,000 cu.yds

The contractor will agree to the change provided he is allowed $2.00 per cubic yard for the additional solid rock excavation, which price is $1.00 per cubic yard more than his bid price for solid rock excavation.

We would be quite willing to accede to your request for a wider roadbed if the extra width could be obtained at the contract prices, but we do not feel that the need for extra width in the rock cuts is sufficient to warrant the extra expenditure that would be involved at the $2.00 price. We therefore ask your consideration of a proposition whereby all portions of the roadway, except in rock cuts, be widened to twenty-four feet, and that the portions which are in rock cuts be made twenty-two feet wide. It is our opinion that a roadbed of those widths will very adequately serve the traffic on that particular project for many years.

With reference to the cross-section to which we propose to construct the resurfacing, we wish to state that this cross-section is what might quite properly be called a partially trenched section. You will recall that for several years, we used in our surfacing work (with your approval) a feather-edged section. For various reasons that section

was abandoned in favor of the trenched section. It has developed, however, that after a completely trenched surfacing is subjected to a year or two of wear, the level of the surfacing is below the level of the earth shoulders unless the earth shoulders are bladed away as the wear of the surfacing takes place. This, of course, is a condition which is decidedly objectionable, and to correct it, we have adopted the partially trenched section which is shown on the plans for this project.

Anticipating your approval of our proposal to use a twenty-two foot roadbed in rock cuts and a twenty-four foot roadbed elsewhere, we are sending under separate cover, revised copies of the typical cross-section sheet for the plans. We are, also, enclosing a revised estimate including the increased grading quantities and including the items "Metal Reinforcement" and "12-inch corrugated iron pipe" which were omitted from the first estimate and from the contract.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AP

Copies of price agreements for these items were also enclosed.

Oregon State Highway Department — Project No. 149-A

SAGE HEN HILL-BURNS SECTION OF THE CENTRAL OREGON HIGHWAY

IN HARNEY COUNTY

(Estimate as Basis for Proj. Agreement.)(Based on Contract Prices.)

Salem, Oregon, May 27, 1929.

6,500	cu.yds	Common Excavation	.30	$1,950.00
4,000	cu.yds	Intermediate Excavation	.50	2,000.00
500	cu.yds	Solid Rock Excavation	1.00	500.00
14,000	cu.yds	Common Embankment	.20	2,800.00
1,000	cu.yds	Intermediate Embankment	.40	400.00
3,000	yd.sta	Overhaul	.02	60.00
10	cu.yds	Class "A" Concrete	30.00	300.00
25	cu.yds	Class "D" Concrete	25.00	625.00
3,100	lbs	Metal Reinforcement	.10	310.00
50	cu.yds	Cement Rubble Masonry	8.00	400.00
26	lin.ft	12" Corr. Galv. Iron Pipe	2.50	65.00
30	lin.ft	18" Corr. Galv. Iron Pipe	3.00	90.00
30	lin.ft	36" Corr. Galv. Iron Pipe	7.00	210.00
25,000	cu.yds	Base Course Surfacing	1.04	26,000.00
12,000	cu.yds	Top Course Surfacing	1.04	12,480.00
7,500	cu.yds	Earth Filler	.25	1,875.00
130,000	yd.mi	Hauling Br. Stone (Tr. Mons)	.16	20,800.00
15,000	yd.mi	Filler Haul	.20	3,000.00
		Sub-total		$ 73,445.00
		10% Engr. & Cont.		7,344.50
		Total		$ 80,789.50

Length of Project 13.071 miles
Cost per mile $12,062.01

State Funds Available	$30,514.20	
Federal Aid Requested	50,275.30	(62.23%)
	$80,789.50	

State funds for Constr. - Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State funds for Maint. - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

Non-Participating Items

6,500	cu.yds	Maintenance Materials	$1.07	$6,955.00
16,000	yd.mi	Hauling Br. Stone (Pile Mons)	.16	2,560.00

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

1201 S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61

PR 148 A

PR54 38=LAGRANDE ORG 11 953A

1929 MAY 11 AM 10 03

ROY A KLEIN=

STATE HIGHWAY ENGINEER. SALEM ORG=

CONTRACTOR SAGE HEN HILL REQUIRE SUPPLEMENTARY AGREEMENT OF TWO DOLLARS FOR SOLID AND FIVE CENTS FOR OVERHAUL FOR ADDITIONAL WIDTH STOP WILL ACCEPT COMMON AND INTERMEDIATE AT BID PRICES STOP CONTRACTORS HAVE STARTED GRADING STOP WIRE SECTION ADOPTED=

H G SMITH.

Bid prices

	Exc	Emb
Com.	30	20
Int	50	40
S.R	1 00	

Overhaul .02

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

H. G. Smith

HGS:OW

Division Engineer.

Dictated but not read.

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

1201 S

CLASS OF SERVICE

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The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61

1929 MAY 6 AM 9 23

PR36 50 DL=LAGRANDE ORG 6 905A

ROY A KLEIN=

:STATE HIGHWAY ENGINEER SALEM ORG=

TWENTY FOUR FOOT ROADBED ON BURNS SAGE HEN REQUIRES TWENTY EIGHT HUNDRED COMMON STOP THIRTY THREE HUNDRED INTERMEDIATE STOP FORTY THREE HUNDRED SOLID ADDITIONAL STOP CONTRACTOR NOT YET ARRIVED TO INSPECT INCREASE STOP WILL NO DOUBT ACCEPT COMMON AND INTERMEDIATE BUT DEMAND ADDITIONAL FOR SOLID STOP NO GRADING YET UNDERWAY=

H G SMITH.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

H.G. Smith

HGS:OW

Division Engineer.

Dictated but not read.

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

Form 1206-A

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

La Grande, May 6, 1929.

Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
MAY 1929
OREGON
STATE HIGHWAY COMMISSION

Twenty four foot roadbed on Burns Sage Hen requires twenty eight hundred common stop Thirty three hundred intermediate stop Forty three hundred solid additional stop Contractors not yet arrived to inspect increase stop Will no doubt accept common and intermediate but deman additional for solid stop No grading yet underway.

H. G. SMITH

H. G. Smith

HGS:CW

Division Engineer.

Dictated but not read.

D-11283 SM 1-29

COMMISSIONERS
. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

May 3, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

MAY 1929

Attention Mr. Probert:

Dear Sir:

Mr. Conley of Wren & Greenough requested permission to look over the Burns-Sage Hen widening before he decided on accepting the request for extra widening at the same unit prices.

Information as to prices in yardage will be submitted as soon as possible.

Very truly yours,

H. G. Smith

HGS:OW

Division Engineer.

Dictated but not read.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

April 30, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to plans, specifications and estimate for Oregon Federal Aid Project No. 148, Section A,— the Sage Hen Hill-Burns Section of the Bend-Burns Highway.

During the inspection of this project with Mr.H.G.Smith, Division Engineer, it was understood the grade should be widened to 24 feet.

It is noted the plans call for only 22 feet of roadbed, with 18 feet of surfacing. We are of the opinion that for this width of surfacing there should be at least 24-ft. width of roadbed, and if possible this project should be widened to 24 feet instead of 22 feet.

It is also noted that on the resurfacing section there is a drop of 2" in the outside two feet. This is a new crown for a surfacing section, and we cannot see its advantage in this particular section of the State. We would be pleased to have your comments on this section.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
Senior Highway Engineer.

RECEIVED
MAY 1929
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
SHP

We figured this 24' didn't use.
RAK

Lee

1 U

May 9/1929

April 30, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to plans, specifications and estimate for Oregon Federal Aid Project No. 145, Section A,— the Sage Hen Hill-Burns Section of the Bend-Burns Highway.

During the inspection of this project with Mr.H.G.Smith, Division Engineer, it was understood the grade should be widened to 24 feet.

It is noted the plans call for only 22 feet of roadbed, with 15 feet of surfacing. We are of the opinion that for this width of surfacing there should be at least 24-ft. width of roadbed, and if possible this project should be widened to 24 feet instead of 22 feet.

It is also noted that on the resurfacing section there is a drop of 2" in the outside two feet. This is a new crown for a surfacing section, and we cannot see its advantage in this particular section of the State. We would be pleased to have your comments on this section.

Very truly yours,

W. M. LYNCH
District Engineer

By _____
J. A. Elliott
Senior Highway Engineer.

Daily Journal of Commerce
May 9/1929

PR142a

Wren & Greenough have started their road construction camp at a point ten miles from Burns, preparatory to the surfacing of the Sage Hen section of the Central Oregon highway. Four carloads of equipment have gone from Portland and a crew of 20 men is being employed under the direction of Morton J. Conley, superintendent for the contracting firm. It is expected that the crusher will be in operation in another week. At that time the crew will be increased to 40 men, working in day and night shifts. It is expected that this crew will be given employment on the work for a period of four months. 5/9/29

Daily Journal of Commerce
May 9/1929

WESTERN UNION

PR 14 Pa

May 7th, 1929

County Court of Harney County,
Burns, Oregon.

Gentlemen:

Enclosed herewith please find fully executed copy of contract No. 1025 awarded to Wren & Greenough on March 29, 1929 by the State Highway Commission, covering 13.1 miles of broken stone surfacing on the Sage Hen Hill-Burns Section of the Central Oregon Highway in Harney County. This copy is for your records and files.

Your attention is called to the signed copy of the resolution passed by your County Court covering payment for work done under the contract, which is attached to the first page of the contract.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:JH

Form 1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

PR 148 a

PR#

Salem, Oregon
May 2, 1939

- DAY LETTER -

H. G. SMITH
Division Highway Engineer
LaGrande, Oregon

BUREAU OF PUBLIC ROADS REQUESTS ROADBED SAGE HEN HILL BURNS SECTION BE WIDENED TO TWENTY-FOUR FEET STOP WHAT IS YOUR RECOMMENDATION STOP WILL CONTRACTOR ACCEPT SAME UNIT PRICES FOR THE ADDITIONAL WORK PARTICULARLY ON PORTIONS IF ANY THAT ARE ALREADY COMPLETED STOP GIVE ROUGH ESTIMATE OF QUANTITIES

ROY A. KLEIN

Filed by J. W. Nash/AP

PR-148-A

April 23, 1929.

Bureau of Public Roads.
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate as basis for project agreement covering the Sage Hen Hill-Burns Section, Project 148-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. M. Probert
Office Engineer

Dict by J. W. Hamb/AP

Oregon State Highway Department — Project No. 148-A

SAGE HEN HILL-BURNS SECTION OF THE

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as Basis for Project Agreement.) (Based on Contract Prices)

Salem, Oregon, April 23, 1923.

1,500	cu.yds	Common Excavation	.30	$ 450.00
500	cu.yds	Intermediate Excavation	.50	250.00
500	cu.yds	Solid Rock Excavation	1.00	500.00
14,000	cu.yds	Common Embankment	.20	2,800.00
1,000	cu.yds	Intermediate Embankment	.40	400.00
3,000	yd.sta.	Overhaul	.02	60.00
10	cu.yds	Class "A" Concrete	30.00	300.00
25	cu.yds	Class "D" Concrete	25.00	625.00
50	cu.yds	Cement Rubble Masonry	8.00	400.00
30	lin.ft	18" Corr. Galv. Iron Pipe	3.00	90.00
30	lin.ft	36" Corr. Galv. Iron Pipe	7.00	210.00
25,000	cu.yds	Base Course Surfacing	1.04	26,000.00
12,000	cu.yds	Top Course Surfacing	1.04	12,480.00
7,500	cu.yds	Earth Filler	.25	1,875.00
130,000	yd.mi	Hauling Broken Stone (Tr. Mean)	.16	20,800.00
15,000	yd.mi	Filler Haul	.20	3,000.00
		Sub-total		$ 70,240.00
		10% Engr. & Cont.		7,024.00
		Total		$ 77,264.00

Length of Project - 13.071 miles

Cost per mile $5,911.12

State Funds Available	$29,182.62	
Federal Aid Requested	48,081.38	(62.23%)
	$77,264.00	

State Funds for Constr. - Chap. 175, Laws 1921 amp. 31, Laws 1920.
State Funds for Maint. - Res. Aug. 17, 1917; p. 257, Laws 1917.

Non-Participating Items

6,600	cu.yds	Maintenance Materials	1.07	$6,955.00
16,000	yd.mi	Hauling Br. Stone (Pile Mose)	.16	2,560.00

Form 33—C-7616—2M—1-28.

OR[redacted]N STATE HIGHWAY DEPARTM[redacted]

PR 148a
NOTED

FIELD ENGINEER'S WEEKLY REPORT

State Highway Engineer

Date April13, 1929., 192...

Job name Sage Hen Summit- Burns Sec. Surfacing.

Week from April 6 th - April 13 th. to

Mail address Burns, Ore. Box # 178.

Highway Central Oregon.

Telegraph or telephone address " " " " " " " "

County Harney. Job prefix 13 PC.

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor began work on Monday at Quarry station 1312 setting up compressor drill, laying air line for drilling and blasting.

(See back of this sheet for instructions and detailed information.)

Signed E. B. Folsom.

Title Res. Eng'r.

Form 39—C-7616—2M—1-28.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

P148a
NOTED.

GRADING CONST[illegible]ON

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 13.1

Miles completed just moved on the job Mon.

Miles partially done 0

Total cubic yards in project 43500

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week 5 men,

..... teams, ... trucks

Project will be completed about Nov. 30, 1929.

Number of men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

Apr[illegible]

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 13 PC. ..... Percentage 70
2. 13W4D ..... Percentage 10
3. 13 VG. ..... Percentage 20
4. ..... Percentage .....

Form 39—C-7616—2M—1-28.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR 148 a
NOTED.
State Highway Engineer

Date April 6, 1929., 192..

Job name Sage Hen Summit - Burns Sec. Surfacing.

Week from March 30 th - to April 6 th.

Highway Central Oregon.

Mail address Burns, Ore. Box # 178.

Telegraph or telephone address " " " "

County Harney. Job prefix 13 PC.

Express and freight address " " " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Four days this week setting stakes for const. between station 1315 - 1130.

This work let Mar. 27.

RECEIVED
APR 9 1929
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed E. B. Lofsew.

Title Res. Eng'r.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 13.1

Miles completed Work let Mar 29.

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week Not here yet. *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party 3

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 13 PC. *Percentage* 60
2. 13-4D. *Percentage* 40
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 148a

April 4, 1929.

Mr. C. W. Wanner,
Division Engineer,
Box 823,
Bend, Oregon.

Dear Sir:

To handle the work east of Hampton, I think it would be advisable to organize a residency party for that work alone. Since the grader work is a special kind of work, it would be very desirable to put someone in charge of this party who is familiar with that class of construction. It would be advisable also to have them stay on the job - probably necessitate camping out and moving along as the work progresses. There is a possibility of some economies in this arrangement also, in that the engineer or one of the men on the party could also serve as timekeeper.

In order to rerun the center line and stake out the work, it would be necessary to place a party on this work at once. This party also should work for some distance ahead, checking the line through and working out possible revisions on the next units.

Please advise me if this fits in with your plans for handling this work, or if you have any suggestions for improvement of the plan above suggested, please advise.

Very truly yours,

State Highway Engineer.

RAE:HI

cc S. H. Probert

FORM 0-10-1 0-3324 5M 7-28

COMMISSIONERS
N. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

-148-A

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

March 26, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention Mr. Probert:

Dear Sir:

Herewith please find estimate of costs for the comparison of bids for the Sage Hen Hill-Burns Section surfacing, the Snake River Slide section and the Lostine-Enterprise section resurfacing jobs.

Very truly yours,

H. G. Smith

HGS:OW
Encls.

Division Engineer.

RECEIVED
MAR 27 1929
OREGON
STATE HIGHWAY COMMISSION

3/25/29

Malheur County,
Snake River Slides section,
Old Oregon Trail

Estimate of Costs by H. G. Smith, Division Engineer,
For Comparison of Bids.

Clearing and Grubbing					50.00
Common Excavation	1,900	cu yds	at	.30	$ 570.00
Intermediate Excavation	2,400	" "	"	~~.60~~	1,440.00
Solid Rock Excavation	1,700	" "	"	1.50	2,550.00
Excavation, Single Classification	11,500	" "	"	.35	4,025.00
Overhaul	8,250	yd sta	"	.05	412.50
Truck Haul	4,700	yd mi.	"	~~.20~~	940.00
12" Corr. Galv. Iron Pipe	100	lin.ft.	"	2.00	200.00
18" " " " "	50	" "	"	~~2.50~~	125.00
24" " " " "	~~34~~	" "	"	~~5.00~~	102.00
36" " " " "	20	" "	"	7.00	140.00
Base Course Resurfacing	16,000	cu yds	"	~~1.50~~	24,000.00
Top Course Resurfacing	4,000	" "	"	~~1.50~~	6,000.00
Gr. "A" Matls. in Stock Pile	2,000	" "	"	1.30	2,600.00
Gr. "BC" Matls. in Stock Pile	1,600	" "	"	1.30	2,080.00
Gr. "D" Matls. in Stock Pile	4,400	" "	"	~~1.30~~	5,720.00
Rock Shoulders	3,200	" "	"	.50	1,600.00
Earth Filler	2,000	" "	"	~~.60~~	600.00
Hauling Br. Stone, Tr. Measure	53,000	yd. mi.	"	~~.20~~	10,600.00
Hauling Br. Stone, Pile Measure	13,000	" "	"	.20	2,600.00
Hauling Rock Shoulder Material	10,000	" "	"	.20	2,000.00
Filler Haul	5,000	" "	"	.20	1,000.00
					$ 69,354.50
Plus 10% for contingencies and engineering costs					6,935.45
					$ 76,289.95
Sprinkling					2,000.00
					$ 78,289.95

Based on 15% profit to contractor.

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MAR 27 1929
OREGON
STATE HIGHWAY COMMISSION

3/25/29

Wallowa County,
Lostine-Enterprise Section,
La Grande-Wallowa Lake Highway.

Estimate of Costs by H. G. Smith, Division Engineer.
For Comparison of Bids.

Base Course Resurfacing	16,000 cu yds	at	~~1.50~~ 1.35	$ 24,000.00
Top Course Resurfacing	4,000 " "	"	~~1.50~~ 1.55	6,000.00
Gr. "AB" Matls. in Stock Pile	3,100 " "	"	1.30	4,030.00
Gr. "C" Matls. in Stock Pile	800 " "	"	~~1.30~~ 1.35	1,040.00
Talus Shoulders	3,200 " "	"	.30	960.00
Earth Filler	2,000 " "	"	.30	600.00
Hauling Br.Stone, Truck Measure	50,000 yd.mi.	"	.20	10,000.00
Hauling Br. Stone, Pile Measure	5,000 " "	"	.20	1,000.00
Hauling Talus Shoulder Material	4,000 " "	"	.20	800.00
Filler Haul	6,000 " "	"	.20	1,200.00
				$49,630.00
Plus 10% for contingencies and engineering costs				4,963.00
				$54,593.00

Based on 15% profit to contractor.

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STATE HIGHWAY COMMISSION

3/25/29

Harney County
Sage Hen Hill-Burns Section
Central Oregon Highway,

Estimate of Costs by H. G. Smith, Division Engineer.
For Comparison of Bids.

Common Excavation	1,500	cu yds	at	.40	$ 600.00
Intermediate Excavation	500	cu yds	at	.60	300.00
Solid Rock Excavation	500	" "	"	1.50	750.00
Common Embankment	14,000	" "	"	.30	4,200.00
Intermediate Embankment	1,000	" "	"	.60	600.00
Overhaul	3,000	yd sta	"	.05	150.00
Class "A" Concrete	10	cu yds	"	30.00	300.00
Class "D" Concrete	25	" "	"	25.00	625.00
Cement Rubble Masonry	50	" "	"	15.00	750.00
18" Corr. Galv. Iron Pipe	30	lin.ft	"	3.00	90.00
36" Corr. Galv. Iron Pipe	30	" "	"	7.00	210.00
Base Course Surfacing	25,000	cu yds	"	1.05	26,250.00
Top Course Surfacing	12,000	" "	"	1.15	13,800.00
Maintenance Materials	6,500	" "	"	1.10	7,150.00
Earth Filler	7,500	" "	"	.20	1,500.00
Hauling Br. Stone, Truck Meas.	130,000	yd.mi.	"	.18	23,400.00
Hauling Br.Stone,Pile Meas.	16,000	" "	"	.20	3,200.00
Filler Haul	15,000	" "	"	.20	3,000.00
					$ 86,875.00
Plus 10% for contingencies and engineering costs					8,687.50
					$ 95,562.50

Based on 15% profit to contractor.

RECEIVED
MAR 27 1929
OREGON
STATE HIGHWAY COMMISSION

~~SR~~ SR 148-A

March 25, 1928.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith are enclosed six copies of estimate with specifications and five sets of special provisions covering the Sage Hen Hill-Burns Section, Project 148-A .

One set of plans for this project was sent to you on Saturday.

You will note that there is some regrading work contemplated as well as the resurfacing work, the locations of which are stated in the special provisions. When the plans were prepared the records for this work were not in the office, and the plans were made up from the original grading records. For this reason there will be some revisions to be shown on the plans, and as soon as these have been made, the additional four copies will be sent to you, and likewise additional copies of the corrected sheets to replace those in the set of plans submitted Saturday.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AF

Oregon State Highway Department — Project No. 169-A

SAGE HEN HILL-BURNS SECTION OF THE CENTRAL OREGON HIGHWAY

(Estimate with Specifications. Not as basis for project agreement.)

Salem, Oregon, March 25, 1920.

1,500 cu.yds	Common Excavation	.40	$ 600.00
500 cu.yds	Intermediate Excavation	.60	300.00
500 cu.yds	Solid Rock Excavation	1.50	750.00
14,000 cu.yds	Common Embankment	.30	4,200.00
1,000 cu.yds	Intermediate Embankment	.60	600.00
3,000 yd.sta.	Overhaul	.05	150.00
10 cu.yds	Class "A" Concrete	30.00	300.00
25 cu.yds	Class "D" Concrete	32.00	800.00
50 cu.yds	Cement Rubble Masonry	15.00	750.00
30 lin.ft	18" Corr. Galv. Iron Pipe	3.00	90.00
30 lin.ft	36" Corr. Galv. Iron Pipe	7.00	210.00
25,000 cu.yds	Base Course Surfacing	1.20	30,000.00
12,000 cu.yds	Top Course Surfacing	1.32	15,840.00
7 500 cu.yds	Earth Filler	.30	2,250.00
120,000 yd.mi	Hauling Broken Stone (Trunk Haul	.18	23,400.00
15,000 yd.mi	Filler Haul	.20	3,000.00
	Sub-Total		$83,740.00
	10% Engr. & Cont.		8,374.00
	Total		$92,114.00

Length of Project = 13.071 miles
Cost per mile $7,047.20

State Funds Available - $34,791.46
Federal Aid Requested - 57,322.54 (62.23%)

$92,114.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 81, Laws 1920.
State Funds for Maintenance: Sec. Aug. 17, 1917; Chap. 237, Laws 1917.

Unit Price Analysis for Surfacing Materials.

Set-up	$ .03
General overhead & Supt.	.12
Quarry and Crush	.70
Placing and finishing	.34
Aver. price per cu.yd	$1.25

PR#

PR 1484

March 20, 1928.

Mr. E. G. Smith
Division Engineer,
LaGrande, Oregon.

Dear Sir:

In accord with your telegram dated March 19, we are today sending to Resident Engineer Loken at Burns by express the following records pertaining to the Sage Hen Hill-Burns Section of the Central Oregon Highway.

Construction Profile (two parts)
400' Scale Map, Burns to Sumter
100' Scale Map, Sta. 910 to Sta. 1472
Blue prints showing the alignment and profile for the revision at Harriak's Mill

In moving the drafting office from the Rogers Building back to the state house, we seem to have lost the 100' scale map of that portion of the Sage Hen Hill-Burns Section which is between Station 1472 and Burns.

As stated to you when you were in Salem on the 16th, we are very anxious to receive information in regard to the changes in grade that are proposed to be made as a preliminary to the construction of the surfacing. Our federal aid plans can not be completed until this information is received, and these plans should be forwarded to the Bureau of Public Roads not later than Monday or Tuesday of the coming week. If any changes in the alignment are contemplated, these changes should also be shown on the federal aid plans.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP
CC Mr. E. B. Loken, Burns

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
CLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street. Salem. Oregon. Telephone 61

1929 MAR 19 AM 9 15

PR22 17=LAGRANDE ORG 19 854A

S H TROBERT=

HIGHWAY OFFICE SALEM ORG=

RETURN TO LOKEN AT BURNS CONSTRUCTION MAT AND PROFILE

SAGEHEN SUMMIT BURNS INCLUDING CHANGE AROUND HERRICK MILL=

H G SMITH.

Correct Profile
4 on' sent Mrs - Burns to Smith
1 on' " "
Blueprints showing revised alignment & profile at Herrick Mill.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

(See back of this sheet for instructions and detailed information.)

Signed E. B. Foben.

Title Res. Engr.

PR 148-A.

Form 80—67105—(3)—3-28.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date January 12, 1929., 192..

Job Name Sage Hen Summit-Burns Sec.

Week from Jan. 5 th-Jan. 12 th.

Mail Address Burns, Ore. Box # 178.

Highway Central Oregon.

Telegraph or Telephone Address " " " "

County Harney. Job Prefix Not let.

Express and Freight Address " " " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnal of party, etc.:

Running center line.

Staking quarry tract opposite station 1312.

Section lines to check up corners.

(See back of this sheet for instructions and detailed information.)

Signed E. B. Foben.

Title Res. Engr.

DD-108-A 1/4/29

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Refix ? *Percentage* 40

Other jobs 13W4D *Percentage* 30

Other jobs 13GR *Percentage* 30

Other jobs ..... *Percentage* .....

PR-148-A 1/4/29

Harney County,
Central Oregon Highway,
Burns-Sage-Hen Summit Section,
13.1 Miles Crushed Rock Surfacing and Roadbed Improvement,
16' Roadbed.

Estimate of costs by H. G. Smith, Division Engineer.
For comparison of bids.

Sub-base Course Surfacing	15700 cu yds at	1.70	$26,690.00
Base Course Surfacing	10490 cu yds at	1.80	18,720.00
Top Course Surfacing	11000 cu yds at	1.85	20,350.00
Grade "A" Maintenance Materials	2000 cu yds at	1.60	3,200.00
Grade "B" Maintenance Materials	2000 cu yds at	1.60	3,200.00
Grade "C" Maintenance Materials	1500 cu yds at	1.60	2,400.00
Cement Rubble Masonry	40 cu yds at	15.00	600.00
Class "A" Concrete	30 cu yds at	30.00	900.00
Filler	9000 cu yds at	.30	2,700.00
Filler Haul	18000 yd mi. at	.20	3,600.00
18" Corrugated Iron Pipe	30 lin ft at	3.00	90.00
36" Corrugated Iron Pipe	30 lin ft at	7.00	210.00
Common Embankment	10000 cu yds at	.30	3,000.00
Intermediate Embankment	600 cu yds at	.60	360.00
Overhaul	2000 yd sta at	.05	100.00
Common excavation	1000 cu yds at	.40	400.00
Intermediate excavation	300 cu yds at	.60	180.00
Solid Rock excavation	100 cu yds at	1.50	150.00
			$ 86,850.00
Plus 10% for contingencies and engineering costs			8,685.00
			$ 95,535.00

Based on 15% to contractor.

Add $3,000 = for sprinkling (State force work)

FORM S-C A-2645 2M 11-26

COMMISSIONERS
WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

PR 148a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

File

June 30, 1927.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Re: Burns-Sage Wen Section.

Dear Sir:

I recently examined the gravel on the Burns-Sage Wen Section on the Central Oregon Highway and consider it similiar to the gravel on the other sections of the highway in the vicinity of Burns, which has given satisfaction. It is evidently composed of rock similiar to that which we would use in surfacing if crushed rock were specified; and would make a road adequate to stand the travel encountered on the Central Oregon Highway; and could be obtained at a much lower price than crushed rock surfacing, particularly in view of the scarcity of good filler along this section.

Therefore, I would recommend that bids be received upon crushed gravel alone, as it is quite evident that the cost of obtaining the filler necessary for a crushed rock job, would increase the cost materially over that which we would get by the use of crushed gravel.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER

LA GRANDE, OR. June 27, 1927.

Mr. H. G. Smith,
Division Engineer,
Box 908,
La Grande, Oregon.

Dear Sir:

I received your estimate on the Burns-Hines Hwy surfacing, dated June 20, and the matter was presented to the Commission. The delegation from Harney County was present at this last meeting and agreed on $15,000 cooperation, and on that basis, the Commission have approved the project. They did not, however, give definite instructions for advertising it at this next meeting, so this will give you an ample opportunity to make further inspection of the gravel pit and to work up specifications to cover the job.

In accordance with your suggestion, I would be quite willing to ask for alternate bids on crushed rock and crushed gravel. Your suggestion to provide for the raising of the fill and installing the necessary culverts and bridges also meets my approval.

Very truly yours,

State Highway Engineer.

RAK:HI

FORM S-C A-2648 3M 11-26

COMMISSIONERS
WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MAIRONE, CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

June [illegible], 1927

RECEIVED
JUN 21 1927
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Burns-Sage Hen.
Re: Surfacing.

Dear Sir:

Attached please find estimate of cost for surfacing the Burns-Sage Hen section of the Central Oregon Highway in Harney county with crushed rock and gravel from a quarry near the center of the job.

This estimate also includes provision for raising the fill over 1.7 miles and installing the necessary culverts and bridges to provide adequate drainage during the spring run-off. Over this section the chinooks are very sudden and the water entirely over-tops the present embankment in various places over the entire distance of 1.7 miles.

As most of this section is cut and fill and the remainder of the grade is too low to install the necessary bridges and culverts it is not apparent that a wide grader section could be used, as suggested in your letter of June third.

This job has been estimated on both crushed rock and crushed gravel basis, but as both rock quarry and gravel pit are approximately at the center of the section, and are the only available materials on the entire section, I believe it would be economical to surface the entire 13.6 miles. It will be absolutely necessary to surface the entire distance on the Burns end, and there is no particular advantage in leaving off a mile or two on the Sage Hen end, particularly as the cost of installation would be considerable on account of the cost of shipping the crushers into Burns.

I believe it would be well to ask for alternate bids on crushed rock and crushed gravel as it may bepossible that we would get a much lower bid on crushed gravel from some of the local contractors in the vicinity of Burns. If I remember correctly they gave an extremely low bid on the Hanley Lane Market Road on gravel surfacing.

FORM 3-C A-2648 3M 11-26

COMMISSIONERS
WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MA[illegible]NE, CORVALLIS

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

I will be able to investigate the situation more thoroughly before the job is advertised for bids so that specifications can be written on gravel surfacing to fit the equipment of the local contractors. The gravel is rather fine and is of second rate character but no doubt would do for a light traffic road in case it made a material saving in price.

I would appreciate being informed immediately on the action of the Commission in case it is decided to let this surfacing job so that I can make a further inspection of the gravel pit prior to writing the specifications.

Very truly yours,

H G Smith

Division Engineer.

HGS V

Incl.

6/20/1927.

Harney County.
Central Oregon Highway.
Burns-Sage Hen Hill Section.
13.6 Miles Crushed Gravel Surfacing.
14' Roadbed.

Estimate of Cost by H. G. Smith, Division Engineer.

Subsurfacing	1400 cu yds	1.50	2100.00
Base surfacing	12400 " "	1.55	19220.00
Top surfacing	12400 " "	1.55	19220.00
Filler	5000 " "	.30	1500.00
Filler Rail	10000 " " miles	.20	2000.00
Embankment rebuilding	12000 " "	.25	3000.00
Maintenance materials	3000 " "	1.50	4500.00
18" pipe	60 lin ft	3.00	180.00
36" Pipe	30 " "	7.00	210.00
Lumber and timber	14 M-FBM	75,00	1050.00
			52,980.00
Plus 10% for engineering and contingencies -----			5,298.00
			58,278.00

Based on contractor's profit of 15%.

C Engr 15,021

6/20/1927.

Harney County.
Central Oregon Highway.
Burns-Sage Hen Hill Section--
13.6 Miles Crushed Rock Surfacing.
14' Roadbed.

Estimate of Cost by H. G. Smith, Division Engineer:

Subsrufacing	1400	cu yds	1.40	1960.00
Base surfacing	12400	" "	1.90	23560.00
Top surfacing	12400	" "	2.00	24800.00
Filler	11000	" "	.30	3300.00
Filler Haul	18000	" " miles	.20	3600.00
Embankment rebuilding	12000	" "	.25	3000.00
Maintenance materials	3000	" "	1.50	4500.00
18" pipe	60	lin ft	3.00	180.00
36" pipe	30	" "	7.00	210.00
Lumber and Timber	14	M-FBM	75.00	1050.00
				66,160.00
Plus 10% for engineering and contingencies -----				6,616.00
				72,776.00

Based on contracot's profit of 15%.

Form 3-O—A-1187--1M—6-26.

WILLIAM DUBY, BAKER, CHAIRMAN
H. S. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

July 23, 1926

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

In reply to your recent letter asking for recommendations as to an available project to be undertaken in Harney County.

It happened that immediately after receiving your letter, I was requested to accompany Judge Duby to attend the meeting called by the Burns-Lakeview Road Committee, so that I was able to go over the grounds with Judge Duby.

The ungraveled portion of the Sage Hen Hill-Burns section is about 13.6 miles in length, which would require an expenditure based upon the following estimate:

12,000	Cu. Yds	Base Course Surfacing	at $1.90	$22,800.00
12,000	" "	Top " "	" 2.00	24,000.00
7,000	" "	Filler	" .30	2,100.00
14,000	" "	" Haul	" .25	3,500.00
7,000	" "	Embankment Rebuilding	" .25	1,750.00
3,000	" "	Maintenance Material	" 1.25	3,750.00
				$57,900.00
		10%		5,790.00
		Total		63,690.00

On account of its inaccessibility and the cost of moving the contractor's equipment in, there would seem no economy in letting part of this project at a time, and I would recommend that it be not undertaken until the whole project could be put on at once. The material from which the road is graded is not of suitable character to stand without surfacing, and the road should be surfaced as soon as sufficient cooperation can be secured from Harney County.

Commissioners, Duby and Van Duzer, seemed very favorably inclined to route the Central Oregon Highway by way of Drewsey, in which case there would be $55,000 of County Bond money available, as well as some $30,000 of Market Road money. This bond money is only available as co-operation either with the State or Government.

3-C-A-1157--1M--5-26.

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER

LA GRANDE, OREGON

RECEIVED
JUL 27 1926

Mr. Roy A. Klein--2--7/23/26

There is a market road survey for two 6 mile projects on this route. The Van Deveer-Catterson Ranch section has been completely worked up and the estimate is attached. The Buchanon-Catterson Ranch section has been located but I believe that the office work is not entirely completed. The cost would be also, about$45,000.00.

These two projects have been located under our direction by Mr. Paige, County Engineer of Harney County. Owing to the shortness of market road funds in that County, we have used a very narrow section on some of these market roads, sometimes narrowing up the grade to only a width of 14 feet. Consequently if it is desired the construction of this project as a State Highway, it would be necessary to go over the plans and rebalance the line, using the width adopted for the Central Oregon Highway.

There is little to be gained in letting this project in two 6 mile units, as the first 6 mile unit does not connect with the old road so that it could be traveled prior to the completion of the second unit, and from our experience with the Pine Creek-Drewsey section, we have found it very costly to let work in Harney County in the Fall of the year. There is very little that the contractor can do there in the Winter, so that the expense of windering in that vicinity is not justifiable by anything that he can accomplish, so that in case it is desired to accept the County's cooperative money and let these projects as a State Highway Project, I would recommend that arrangements be made to let this early in the Spring.

In case the macadamizing of the Sage Hen Hill-Burns section could be financed, this could be let immediately.

I also accompanied Judge Duby by way of Bend, on our return home, and it would appear to me that the very best portion of the Bend-Burns road lies to the Westward from Sage Hen Summit, so that it would be poor economy for Harney County to finance a project in their county between Bend and Burns until after the completion of the line between Burns and Juntura. It would appear to me that much more developement could be expected East from Burns by the construction of Highways, than could ever be hoped for to the westward. The country between Burns and Vale, being much better watered than from Burns to Bend, it will be considerably benefited by a highway. Whereas, the country from Burns to

157—1M—5-26.

WILLIAM DUBY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
} COMMISSIONERS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER

LA GRANDE, OREGON

to Bend, being practically a desert, the road could be of no use except for through traffic. It would also seem that a line from Burns to Canyon City and westward via the John Day Highway, could be used for many years as a substitute for the Central Oregon Highway between Burns and Bend.

Consequently it would appear that the only project that could be undertaken this Fall, would be the Sage Hen Hill-Burns surfacing. A discussion of the financing of this project will probably be taken up at the next meeting of the Commission. Arrangements can be completed this fall so that the 12 mile project between Buchanon and Van Deveers can be put on next Spring.

Yours truly,

H. G. Smith

Division Engineer

HGS:OG
Encls.

CONTRACT# 1085, 1154,
1298

PR 67 Snake River Slides Sec. 1930
Reopened
1085, 1154-1298

#1154
Harney & Malheur

PRP 67

November 23, 1931

Mr. Robt. D. Lytle,
Attorney at Law,
Vale, Oregon.

Dear Sir:

In response to your inquiry of recent date we wish to advise that the contract work which was performed by J. C. Compton was by himself and not as a subcontractor.

The contract which Mr. Compton had west of Vale was our number 1154 and was known as the Vale Oiling Project in Harney and Malheur Counties. This contract consisted of 65.30 miles of oiling work and 11.40 miles of bituminous macadam. The work was started April 15th, 1930 and was completed May 26th, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1298
Mint & Bldg
PP67

ROBT. D. LYTLE
ATTORNEY AND COUNSELOR AT LAW
VALE, OREGON

RECEIVED
NOV 23 1931
OREGON
STATE HIGHWAY COMMISSION

November 23, 1931

State Highway Commission
Attention Mr. Roy Klein, Secretary
Salem, Oregon

Gentlemen:

Will you please advise me if the J. C. Compton Company had a contract on the Central Oregon Highway west of Vale, during the year 1930, directly with the Commission, or whether they subcontracted from someone else. Also please advise me of the section of the highway from Vale west that they had under the contract and when they went on to the job and the date they left.

Thanking you for any information you may give me, I am

Very truly yours,

Robt D Lytle

FBW

started May 15, 1930
Compl. filing 26, 1931

#1298
Baker & Snake

PR67

October 21, 1931

Hansen & Rowland, Inc.
P. O. Box #1638,
Tacoma, Washington.

Gentlemen:

In response to your inquiry of October 20th we wish to advise that we have no record of claims against J. A. Terteling & Sons in connection with their contract No. 1298 - East Unit - Huntington Slides Section of the Old Oregon Trail in Baker and Malheur Counties.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1298

Union Indemnity Company

A DIVISION OF INSURANCE SECURITIES COMPANY, INC.

Union Indemnity Building, New Orleans

HANSEN & ROWLAND, INC.

GENERAL AGENTS

WASHINGTON, OREGON, IDAHO, ALASKA

WASHINGTON BLDG., TACOMA, WASH.

October 20th, 1931.

State Director of Highways
State of Oregon
Salem, Oregon

RE: BOND NO. 60381 - J. A. TERTELING & SONS - to - STATE OF OREGON - Huntington Slides Section of Old Oregon Trail, Baker & Malheur Counties, West & East Units.

Dear Sir:

We would appreciate your advising us whether or not any claims have been filed to date against the above captioned contract.

We are enclosing a self-addressed, stamped envelope for your convenience in replying.

We are,

Very truly yours,

HANSEN & ROWLAND, Inc.

By [signature]
Surety Bond Dept.

KC:DCJ
Enc.

PR 67

October 19, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with your letter of October 5th, we are enclosing herewith four copies of analysis of cost covering the sprinkling work performed by state forces on Project No. 67. Due to the omission of the item of equipment rental from the sprinkling work performed on Type 1 roadway, the total claimed for this work is less than the amount previously shown, and we have, accordingly, prepared a revised final voucher, four copies of which are enclosed herewith. This voucher is submitted for the amount of $40,046.24, being less than the previous by the amount of $429.69.

With reference to the inquiry contained in the third paragraph of your letter, regarding the prorating of engineering costs between past road and emergency portions, please be advised that these costs were incurred under separate state contracts, and are accordingly actual expenditures.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/MR.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. _____

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon Emergency Federal Aid Project No. 67 Reopened, for the period from August 11 to August 31, which you have recently submitted.

In auditing this voucher, we note on page 4 under Contingencies Type I and Type II Roadway, the item Sprinkling (State Forces), followed by the total amount for this item. It will be necessary to support this amount by an itemized statement of cost for such work.

On page 5 of the estimate Type III roadway, we are unable to determine the basis of your proration between Post Road and Emergency portions or whether the amounts stated are actual expenditures for each portion or not. In either case the basis of dividing the Engineering should be substantiated in supporting papers to accompany the voucher.

Please let us have these at an early date to avoid delay in payment of final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
OCT 8 1931

PR67

October 9, 1951

Union Indemnity Co.,
Hansen & Rowland, Inc., Agents,
405 Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to J. A. Terteling & Sons on Contract #1298 for the regrading of the East Unit of the Huntington-Slides Section of the Old Oregon Trail Highway in Baker and Malheur Counties.

This payment will be made on or after October 19, 1951.

The State is not advised of any unpaid claims for labor, materials or of any existing claims, debts, dues or demands incurred by the contractor in connection with this work that remain unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information, we wish to advise that the total amount paid to J. A. Terteling & Sons in connection with this work will be $68,966.35, including the final payment. Of this amount $99.71 was for force account.

Attached hereto is inquiry form which we received from you this morning. This letter will give you all of the information asked for in your form.

Kindly acknowledge receipt of this notice.

Very truly yours,

STATE HIGHWAY COMMISSION

By

AJ

Secretary

Form 39—F-21635—5M—8-31

OREGON STATE HIGHWAY DEPARTMENT

67

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 23, 1931

Job name East Unit
Huntington, Ore.

Week from Aug 15 to Aug 22

Mail address Rt #42

Highway Old Oregon Trail

Telegraph or telephone address Phone 223

County Malheur Job prefix 23 PP

Express and freight address Huntington, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor finished the grading on the division this week. Two shovel are loading gravel and rock topping. In order to finish by Sept 1, 3000 yards of topping must be placed each day.

The weather has been fair and hot.

(See back of this sheet for instructions and detailed information)

Signed A. E. Miller

Title Dist. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 5.1

Miles completed 5.1

Miles completed except finishing 3.5

Total cubic yards in project 108,000

Cubic yards moved to date .....

Miles covered by contractor's forces 5.1

Miles cross-sectioned 5.1

Miles cross-sections completed and checked 3.5

Miles to be remeasured 3.5

Number men in Engineering Party 15

Contractor's average force for week 90 *men,*

12 sled *teams,* two *steam shovels*

Grading work will be completed about Aug 31-31

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23 PP 1 PL *Percentage* 50%
2. ..... *Percentage* 50%
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 89—F-21635—5M—5-41

OREGON STATE HIGHWAY DEPARTMENT

67

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 23, 1941

Job name East Unit Huntington, Ore.

Week from Aug 15 to Aug 22

Highway Old Oregon Trail

Mail address Box # 42

County Malheur Job prefix 23 PP

Telephone or telephone address Phone 223

Express and freight address Huntington, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor finished the grading on the Weiler - Ellis unit. Two shovels are loading gravel and rock topping. In order to finish by Sept 1, 3000 yds of topping must be placed each day.

The weather - has been fair and hot.

(See back of this sheet for instructions and detailed information)

Signed H. E. Miller

Title Dist. Engr.

PR67

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

AUGUST 14, 1931

H. G. SMITH, DIVISION ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
LA GRANDE, OREGON

UNION PACIFIC STAGES REPORT THAT CONTRACTOR JUST EAST OF HUNTINGTON NOT PROVIDING PROPER DETOURS ALSO NOT MAINTAINING LIGHTS AT NIGHT THEREBY CAUSING DANGEROUS CONDITION TO TRAFFIC

H. B. GLAISYER

(DAY LETTER)

Accident & Indemnity Company, for whom Jewett, Barton & Leavy are agents, with offices in the Lewis Building, Portland, Oregon.

The specified date of completion was August 31, 1930; this was extended to June 1, 1931. Our records show that this project was completed and accepted by the State Highway Commission on May 26, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

PPP67

August 14, 1931

Shell Oil Company,
Ontario,
Oregon.

Gentlemen:

Reply is made to your letter of the 12th inst., addressed to the Bureau of Reclamation, concerning J. C. Compton Company at McMinnville, and the contract awarded to that company for certain road oiling work in the vicinity of Vale.

The contract to which you refer is State Highway Contract No. 1154, awarded to J. C. Compton by the State Highway Commission on March 5, 1930. The work consists of 11.4 miles of bituminous macadam wearing surfacing and 65.3 of oiling work, and is known as the Vale oiling project. The work covers certain portions of the Old Oregon Trail, the John Day and Central Oregon Highways in Malheur and Harney Counties. This is a state project.

The bond furnished to the state is in the sum of $83,048.75. This bond was written by Hartford Accident & Indemnity Company, for whom Jewett, Barton & Leavy are agents, with offices in the Lewis Building, Portland, Oregon.

The specified date of completion was August 31, 1930; this was extended to June 1, 1931. Our records show that this project was completed and accepted by the State Highway Commission on May 26, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

SHELL OIL COMPANY

CR-2

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

STATE ENGINEER
RECEIVED
AUG 13 1931
SALEM, OREGON

RECEIVED
AUG 14 1931
OREGON STATE HIGHWAY COMMISSION

Ontario, Oregon
August 12, 1931

Bureau of Reclamation,
State of Oregon,
Salem, Oregon.

Gentlemen:

- J. C. Compton Company, McMinnville, Oregon-

The above contractors have informed us that they have been awarded a contract known as "Contract No. 52 - Road Mix Oil - Vale - Lancaster Section" and are now operating on this job near Vale, Oregon.

They are purchasing some of their requirements from us and we would, therefore, appreciate if you would forward us the following information regarding the above contract:

1.-Whether principal contractor or sub-contractor. If sub-contractor please advise the name of principal contractor.
2.-Name of Job.
3.-Class of job(State, County or Municipal).
4.-Amount of Bond.
5.- Name and address agent of bonding company and home office of bonding company.
6.-Date job let.
7.- Date of completion.
8.-Amount of job in dollars.
9.-Symbol of job.
10.-Description of job.

Thanking you in advance for this favor, we remain,

Yours very truly,

SHELL OIL COMPANY

Credit Department

ANSWERED
H. B. G:

USG:G

Respectfully referred to the Oregon State Highway Commission.

CHAS. E. STRICKLIN, State Engineer.

STENCIL NO. 124

PR47

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Oregon Emergency
F.A.P. No. 67

Post Office Building
Portland, Oregon.

July 23, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L.J. Caufield
Highway Engineer

Encl.

Enclosed is one copy eachof approved estimate and specifications.

Agr't 6277

Oregon Emergency Federal Aid Project No. 67.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on May 24, 1923, October 22, 1930, January 15, 1931, and April 18, 1931, respectively, by the said State Highway Commission, and on December 21, 1929, November 15, 1930, January 28, 1931, and May 8, 1931, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Emergency Federal Aid Project No. 67; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said project to provide for betterments in grades and alignment, widening the roadway and constructing gravel surfacing between survey stations 0+00 and 254+50 (excepting therefrom a new bridge 30 ft. in length to be constructed across Birch Creek at station 106+13), thereby reducing the length of the project from 15.536 miles to 15.507 miles; and by reason thereof has requested that the estimate of cost approved for said project be increased from $195,858.70 to $270,165.78; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of

said project be increased from $119,016.16 to $156,179.69, and that the "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be increased from $6,097.02 to $43,260.57;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred fifty-six thousand, one hundred seventy-nine and 69/100 dollars ($156,179.69) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Clause (c) of Article I shall read:

> "(c) By the State, in addition to funds heretofore provided, $43,260.57, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds," together with any additional amount necessary to cover the State's share of the cost of construction shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

"Between survey station 0+00 at the Baker - Malheur County line on the north line of Sec. 5, T. 15 S., R. 45 E., and survey station 827+00 in the S.W.¼ of Sec. 33, T. 15 S., R. 47 E., (excepting therefrom those portions between survey stations 2+45 and 2+75, and 106+00 and 108+39), terminal points, a distance of 15.507 miles, known locally as the Old Oregon Trail between Pendleton and Ontario, Malheur County."

To Article III shall be added paragraph (f) to read:

"(f) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, between stations 0+00 and 854+50 on this project, a higher type of surfacing that will adequately meet the traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred fifty-six thousand, one hundred seventy-nine and 69/100 dollars ($156,179.69), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred seventy thousand, one hundred sixty-five and 78/100 dollars ($270,165.78), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 20th day of June, 1931, and the Secretary of Agriculture on the 9th day of July, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By W. H. Lynch
Member, State Highway Commission

By C. L. Francis
Member, State Highway Commission.

[illegible] R. H. Dunlap
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 67.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 0+00 at the Baker - Malheur County line on the north line of Sec. 5, T. 18 S., R. 45 E., and survey station 837+06 in the S.W.1/4 of Sec. 35, T. 18 S., R. 47 E. (excepting therefrom those portions between survey stations 2+45 and 5+75, and 106+00 and 106+30), locally known as the Old Oregon Trail between Pendleton and Ontario, Malheur County, and designated in the records of this Department as Project No. Emergency Federal Aid 67 /, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 270,165.78 in lieu of the $115,016.18 approved by Certificate of May 8, 1931, as the total estimated cost of said project, and the sum of $ 156,179.60 / authorized Federal pro rata share the / States, payable under said acts on account of such project, which does not exceed ____ per cent of said total estimated cost.

Done at the city of Washington, this 9th day of July one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting *Secretary of Agriculture.*

Ans

GOVERNMENT PRINTING OFFICE 8—1930

-E -E P R 67

UNITED STATES DEPARTMENT OF AGRICULTURE NOTED
BUREAU OF PUBLIC ROADS State Highway Engineer
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

July 23, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 67 Reopened, and to the north unit now under contract to J. A. Terteling & Sons for the construction of the grading and gravel topping.

During a recent inspection it was noted there is but one shovel on this project where practically 100,000 Cu.Yds. are to be moved; also, the shovel was down awaiting repairs. On the tenth of July but 23% of the work had been done and about 50% of the time had elapsed and it is apparent that unless the contractor provides additional equipment and men the project cannot be completed within the time limit.

We are calling this to your attention as this is an emergency project, and would respectfully urge that such steps be taken as may be necessary in order to insure full compliance with the clause of the special provisions providing for the maintenance on such work of a maximum efficient working force. Delays due to failure on the part of the contractor to comply with this requirement cannot be considered a valid reason for granting an extension of time.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM S-A-1 E-10473 1000 12-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PR67

OREGON STATE HIGHWAY COMMISSION

SALEM

Field Engineer's Weekly Report

IN REPLY PLEASE REFER TO FILE NO.

East Unit - Huntington Slides. July 19-31
Old Oregon Trail.
Week July 11, - 18,
Malheur County
Prefix 23PP. Huntington, Ore.

The contractor had 75 men working this week and has moved approximately 12,000 yards of material.

One half mile is finished and one half mile is partially finished.

Out of a total of 108,000 yards of excavation 47,000 yards has been moved to date.

The weather has been fair and hot.

H. J. Millar
Resident Engr.

#1154
238A
PR67

J. C. COMPTON COMPANY

J. C. COMPTON
McMinnville, Oregon

GENERAL CONTRACTORS

RECEIVED
JUL 20 1931
OREGON
STATE HIGHWAY COMMISSION

McMinnville, Oregon.
July 15, 1931

Tom Donaldson,
Drexel Hotel,
Vale, Oregon.

Dear Tom:

Inclosed herewith claim from Frank L. Davis of Harper, Oregon, which he has filed with the State Highway Commission, and in return to Hartford Accident & Indemnity Company.

Please return this claim to us immediately, together with the name of the Lumber Co. the wood was purchased from and statement from them that the wood was purchased f.o.b. retort.

Trusting that you will give this your usual prompt attention, we remain

Yours very truly,

J. C. Compton Co.

By:

MTC B

CC C.H.Gram
Labor Commissioner

COPY

NOTED
R. B. CLAGETT

#1154
23BA
pR67

July 17, 1934

Hartford Accident & Indemnity Company
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. Frank L. Davis of Harper, Oregon in which he advises us of his claim in the sum of $8.25 against J. C. Compton, the claim being for cord wood furnished Mr. Compton in connection with the contract awarded him by the State Highway Commission for the Vale Oiling Project in Malheur and Harney Counties, state highway contract no. 1154.

This information is given you as you appear as surety on the bond furnished by Mr. Compton in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Inc.

cc J. C. Compton
McMinnville, Oregon

Hartford Accident & Indemnity Company
1120 Spaulding Building
Portland, Oregon

July 17, 1931

Mr. Frank L. Davis
Harper, Oregon

Dear Sir:

Receipt is acknowledged of your letter of the 11th instant advising of your claim in the sum of $8.25 against J. C. Compton for cord wood furnished him in connection with his contract with the state for the construction of the Vale Oiling Project, state highway contract no. 1154.

In connection with this contract Mr. Compton was required to furnish the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy are local agents with offices in the Lewis Building, Portland, Oregon. I would suggest that you take the matter up with the bonding company, in the event that you do not secure satisfaction from Mr. Compton in the near future.

Should you fail to secure satisfaction through the bonding company you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose for your further information.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

HBG:W

Harper Oregon, July 11" 31

State Highway Commissioner,
Salem Oregon,

Gentlemen- I herewith hand you a statement consering wages due me for labor performed for J.C, Compton & Co. Mc Minnville Oregon, Road oiling, contractor, who has ignored three statments, sent them by me,

This Labor was performed while oiling the highway from Vale to Harper, I am told that your office sees to it that all claims, especially labor is paid, hence- I am refering the matter to you.

Statement.	
May-13"- 1 cord wood,	1.00
May 15" - 1 cord wood	1.00
" 19" - 1½ cords wood.	1.50
" 16 - 1½ cords.	1.50
" 24" - 1 Cord	1.00
".26" - 1 cord	1.00
" 31- 1¼ cord.	1.25
Totals -	$8.25

Yours Truly
Frank H. Lewis

RECEIVED
JUL 17 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. C.

PR67

FORM S-H-1 P-81849 500 8-31

COMMISSIONERS
M. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON
July 16, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Baldock

Dear Sir:

Nothing has been heard concerning the Birch Creek bridge on the Huntington-Slides Section of the Old Oregon Trail. This bridge will be needed very soon and it seems to me that it would delay matters greatly to let the contract for a concrete bridge. A wooden bridge can be put in there in a few days and attract no attention whereas a concrete bridge will prevent the highway being opened for several months and sure to attract a great deal of unfavorable notariety. On his last inspection trip Mr. Paxson suggested the practicability of putting in a creosoted timber bridge which could be erected by the bridge department forces and finished up in a week or so.

Will you kindly discuss it with him and get some immediate action on this bridge.

Very truly yours,

H G Smith

Division Engineer.

HGS:

See Mr. Cudlip

RECEIVED
JUL 17 1931
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1931
OFFICE OF
Assistant State Highway Engineer

decided to build bridge at Birch Creek on Old Oregon Trail - July 27-31 Rpt.

FORM X-A-1 E-10970 5000 11-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 67

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Baker, Oregon.
July 10, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention S. H. Probert,
Office Engineer.

Dear Sir:

Reference is made to your letter of July 6th , itemizing charges against 23Ba, the Vale Oiling Project, under contract No. 1154.

I find the charges made against account No. 580 amounting to $558.05 were made by Robert Nelson, checker, who was acting as inspector at the time these charges were made.

The total of all charges made against account No. 580 were for the hand picking of oversize rocks (picked with forks the tines of which were spaced 1½ inches) , during the roadmixing of the macadam surface on the Ironside-Brogan Section of the Vale Oiling Project.

Very Truly Yours,

W. W. Stiffler

W. W. Stiffler,
Resident Engineer.

c.c. H. G. Smith

RECEIVED
JUL 13 1931
OREGON
STATE HIGHWAY COMMISSION

#1085
23 PK

PF67

July 10, 1931

Oregon-Washington Railroad
& Navigation Company,
Portland, Oregon.

Attention of Mr. C. A. Staver, Auditor of
Miscellaneous Accounts.

Gentlemen: Your File: MM-15-D-12285.

Reference is made to your letter of the 8th inst., concerning Hillstrom Bros.

In reply will say that the contract to which you refer is State Highway Contract No. 1085, awarded to J. W. and J. R. Hillstrom by the State Highway Commission on March 29, 1929, being for the re-grading and re-surfacing of the Snake River Slides Section of the Old Oregon Trail in Malheur County. The headquarters of J. W. and J. R. Hillstrom are at 1227 North 8th Street, Marshfield, Oregon.

The surety on the bond furnished by the contractors in connection with this work is the Detroit Fidelity & Surety Company, for whom Jewett Bartem & Levy are agents, with offices in the Lewis Building, Portland, Oregon.

According to our records, this project was completed on February 10, 1930, which date is also considered as the date of acceptance on the part of the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

July 10, 1931

Detroit Fidelity & Surety Company,
Jewett Barton & Leavy,
Lewis Building,
Portland, Oregon.

Gentlemen:

I quote below a portion of a letter received today from the Oregon-Washington Railroad & Navigation Company, Portland, concerning the claim of that company against J. W. and J. R. Hillstrom, to whom the State Highway Commission awarded the contract for the re-grading and re-surfacing of the Snake River Slides Section of the Old Oregon Trail in Malheur County.

"During April, 1930, Hillstrom Bros., did some road work for the State east of Huntington, Oregon. Hillstrom Bros. are indebted to this company for some charges on two cars of contractors' equipment shipped by them which we have not been able to collect owing to the fact that we do not know where to get in touch with them."

This information is given you as you appear as surety on the bond furnished in connection with this work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

CC J. W. & J. R. Hillstrom,
1227 North 8th St.,
Marshfield, Oregon.

FORM 560

STANDARD

SUBJECT: Huntington, Oregon [illegible]ollected - Hillstrom Bro[illegible]

#1085

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

F. W. SERCOMBE, AUDITOR.
H. N. LADOW, ASSISTANT AUDITOR.
C. A. STAVER, AUDITOR OF MISCELLANEOUS ACCOUNTS.
J. C. M. DODDS, AUDITOR OF DISBURSEMENTS.
J. W. WHITE, AUDITOR OF FREIGHT ACCOUNTS.

IN YOUR REPLY PLEASE REFER TO

No. MH-13-D-12885

PORTLAND, OREGON

July 8, 1931.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

"During April, 1930 Hillstrom Bros. did some road work for the State east of Huntington, Oregon. Hillstrom Bros. are indebted to this company for some charges on two cars of contractors' equipment shipped by them which we have not been able to collect owing to the fact that we do not know where to get in touch with them."

Your department undoubtedly keeps in constant touch with contractors engaged in this kind of work, and tog if this particular job was done under contract with the State, it may be that you can furnish us the information we desire from your records.

Any assistance you may give us will be very much appreciated.

Yours truly,

C. A. Staver.
Agley

RECEIVED
JUL 10 1931
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

#1154

20BA

PR67

July 8, 1932

Hartford Accident & Indemnity Company,
Jewett, Martyn & Leavy, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1154 for the construction of the Vale Oiling Project on the Old Oregon Trail in Harney and Malheur Counties, consisting of 85.30 miles of oiling work and 11.40 miles of bituminous macadam, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 18th, 1932.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this work and which will include the final payment will be $180,740.77. Of this amount $1,589.81 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

cc to Hartford Accident & Indemnity Co., Spalding Bldg., Portland.

BF

PR67

July 6, 1931.

Mr. W. W. Stiffler,
Resident Highway Engineer,
Baker, Oregon.

Dear Sir:

Below is a list of the charges on the Vale Oiling Job. Please describe the expenditures appearing on the July and August payrolls, charged to 23BA-280.

23 BA - Contract No. 1154

Engineering	$ 8,681.32
531 - Payments to contractor	175,296.87
535 - Equipment rental	1,710.78
541 - Material furnished	13.20
542 - Equipment furnished	5.84
556 - Prospecting for surfacing materials	12.00
575 - Sprinkling	220.17
578 - Maintaining detours	74.20
579 - Controlling traffic	3,172.00
580 - ?	552.05
584 - Applying Oil	34.78

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by D. G. DeCart/EB.

cc H. G. Smith

PF67.

June 8, 1931

J. A. Tartaling & Sons,
511 Sound Ave.,
Spokane, Wn.

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading of the East Unit, Huntington-Slides section on the Old Oregon Trail Highway in Baker and Malheur Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ

PR67

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Oregon Emerg. F.A.P. 67

Post Office Building
Portland, Oregon.

May 28, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By L. J. Caufield
L. J. Caufield
Highway Engineer

One copy each of the approved special provisions and the approved detailed estimate are enclosed.

A4pr 6277

Oregon Emergency Federal Aid Project No. 67.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on May 24, 1929, October 22, 1930 and January 15, 1931, respectively, by the said State Highway Commission, and on December 21, 1929, November 15, 1930 and January 28, 1931, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 67, now designated as Oregon Emergency Federal Aid Project No. 67; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said project to provide for minor changes in construction methods and quantities of the bituminous macadam surfacing between survey station 686+56 and survey station 827+00; and by reason thereof has requested that the estimate of cost approved for said project be increased from $193,289.45 to $195,858.70, and that the Federal funds approved and set aside to the credit of said project be increased from $118,921.10 to $119,016.16; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), be provided to cover the State's

share of the cost of construction eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and further that the said project agreement be/amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred nineteen thousand, sixteen and 16/100 dollars ($119,016.16) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (c) to read:

> "(c) By the State, in addition to funds heretofore provided, $6,097.02, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds, together with any additional amount necessary to cover the State's share of the cost of construction shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

To Article III shall be added paragraph (e) to read:

> "(e) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred nineteen thousand, sixteen and 16/100 dollars ($119,016.16), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ninety-five thousand, eight hundred thirty-eight and 70/100 dollars ($195,838.70), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 18th day of April, 1931, and the Secretary of Agriculture on the 8th day of May, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission.

By _____
Member, State Highway Commission.

By C K Bonnicamp
Member, State Highway Commission.

Attest: R. M. Dunlap
Acting Secretary of Agriculture.

Oregon Emergency Federal Aid Project No. 67.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 0+00 at the Baker-Malheur Counties line on the north line of Sec. 5, T. 15 S., R. 45 E., and survey station 827+00 in the S.W.¼ of Sec. 33, T. 15 S., R. 47 E. (excepting therefrom that portion between survey stations 2+36 and 2+66, locally known as the Old Oregon Trail between Pendleton and Ontario, Malheur County, and designated in the records of this Department as Project No. 97, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $195,838.70 in lieu of the $118,922.10 approved by Certificate of Jan. 28, 1931 as the total estimated cost of said project, and the sum of $119,016.16 / authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the / [illegible] of said total estimated cost.

Done at the city of Washington, this 8th day of May one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

M. L. Wilson
Acting *Secretary of Agriculture.*

Corr

8—4899

Form 35—E-17100—2M—6-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

PR67 NOTED
State Highway Engineer

Date 5-26, 1931

Job name Vale - Harper

Week from May 22 to May 26

Mail address VALE - ORE

Highway Central Ore

Telegraph or telephone address DREXEL HOTEL

County Malheur Job prefix 23 B A

Express and freight address SAME

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Project completed May 26 -

A. T. Cutko Checker
Clyde Brann Checker
Standby work May 23rd

RECEIVED
JUN 2 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed J. J. Nash

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Coniractor's average force for week ..... men,

..... teams ..... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 22.69

Miles paving completed 22.69

Total square yards in project 238,184.18

Square yards completed to date 238,184.18

Average daily square yards this week 17,529.60

Miles shoulders completed both sides .....

Contractor's average force for week 30 men,

..... teams, 7 trucks

Job will be completed about May 27, 1931

Number men in Engineering Party 4

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23 BA *Percentage* 66⅔
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 30—F-20138—5M—1-31

PP67 NOTED

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 24, 1931

Job name Huntington Sides East Unit

Week from May 16 to May 23

Highway Old Oregon Trail

Mail address Huntington, Ore.

County Malheur Job prefix 23PP

Telegraph or telephone address Phone 223

Express and freight address Huntington, Ore.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The center line on this project has been retraced and 3.5 miles of levels run. The contractor is building camp and expects to start moving dirt the 26th

RECEIVED
MAY 26 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information)

Signed W. J. Mellon

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Form 80—E-17100—2M—6-30

PR 67 NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 15, 1931

Job name Vale-Harper

Week from May 11, 1931 to May 15, 1931

Mail address HARPER ORE

Highway Central Oregon

Telegraph or telephone address Beckmores Ofs

County Malheur Job prefix 23 B A

Express and freight address SAME

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

CONTRACTOR INSTALLED BOILER & RETORT PAST WEEK. INSTRUCTIONS WERE TO LAY TYPE O-29 FOR 10.62 MILES FROM MILE POINT 235.41 AT HARPER TO STA. 575+50 - RESEAL 11.72 MILES FROM STA. 575+50 TO STA. 22+85 - TYPE O-29 FROM STA. 639+50 TO 658+70 ALSO LAY TYPE B-2 THRU CITY OF VALE FOR 18 FEET WIDE 2 SIDES OF STATE HIGHWAY FROM STA - 386 TO 20+84 -

WORK PROGRESS SATISFACTORY THIS WEEK FROM STA - 1+20 TO 258+20 = 4.59 mi.

RECEIVED
JUN 2 1931
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed

Title Res. Engr.

STAT LTUR

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

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Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 9

Miles paving completed 4.59

Total square yards in project 238,184.18

Square yards completed to date 45,470.4

Average daily square yards this week 10,560

Miles shoulders completed both sides .....

Contractor's average force for week ..... 31 *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 22 BH ..... *Percentage* ..... 100 %
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

PR 67

May 15, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 67 Reopened, the bids for which were opened May 14, 1931.

This is to confirm our verbal prior concurrence in the award of the contract to J. A. Tertelling & Sons, Spokane, Washington who submitted the low bid of $67,575.00.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 18 1931
OREGON
STATE HIGHWAY COMMISSION

P.P.-67

May 8, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed six copies of Estimate accompanying plans and five bid proposals for the Baker County Line-Sisters Unit of the Baker County Line-Weiser Section, Baker County Project No. 57.

We are likewise sending, under separate cover, five sets of blueprint plans for this work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/WC

Encl.

Oregon State Highway Department — Emergency Project No. 87 (Resp.)

BAKER COUNTY LINE-WEISER SECTION

OF THE OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate with plans for the Baker County Line-Slides Unit. Not as basis for Modified Agreement.)

Salem, Oregon, May 7, 1931.

Completed Work as Shown by Final Voucher

Final Cost of Roadway	$53,972.80
Engineering and Contingencies	4,896.04
Total Cost of Complete Work	$58,868.84
Total Cost on which Federal Aid was Computed	$57,971.84
Federal Aid paid on roadway (Fiscal Years 1921 and 1922)	$41,806.48

Length of Roadway, Gross		15.543 miles
" " Eastern Creek Bridge,	30 feet	
" " Elkhorn Creek Bridge,	30 feet	
Total	60 feet	.011 miles
Length of roadway, Net		15.532 miles

Cost per mile, — $4,435.27
Federal Aid paid per mile, — 2,672.32

NEW WORK

Type A Roadway, — Baker County Line - Slides (Sta. 0+00 to Sta. 284+50 = 284.55)

EXCAVATION

All Required		Clearing and Grubbing		$ 500.00
55,500	cu. yds.	Common Excavation	$ .50	25,650.00
22,000	" "	Solid Rock Excavation	1.00	22,000.00
135,000	yd. sta.	Overhaul	.04	5,400.00
14,000	yds. mile.	Trunk Haul	.20	2,800.00
20	Cu. yds.	Class "A" Concrete	30.00	600.00
200	" "	Riprap	2.00	400.00
6,000	" "	Salvaging Surfacing Materials	.50	3,000.00
32,000	" "	Gravel or Rock Topping	.50	16,000.00
34,000	yd. mi.	Hauling Gravel or Rock Topping	.18	6,120.00
240	lin. ft.	Salvaging Culvert Pipe	1.00	240.00
220	" "	24" Corr. Galv. Iron Pipe (Ext.)	3.00	660.00

140	lin. ft.	36" Corr. Galv. Iron Pipe (Ext.)	$6.00	$	840.00
170	" "	18" Siphon Pipe (New)	2.50		425.00
600	" "	18" Culvert Pipe (New)	3.00		1,800.00
90	" "	24" " " (")	3.00		270.00
150	" "	36" " " (")	6.00		900.00
		Sub-total (Type I)			$68,315.00
		10% Engr. & Cont.			6,858.50
		Total (Type I)			$97,223.50

Type II Roadway. — Snake River Slides (Sta. 254+55 to Sta. 686+56.0)

EXCAVATING AND SURFACING

All Required		Clearing and Grubbing	Low Bid	$	80.00
1,900	cu. yds.	Common Excavation	$0.35	"	665.00
2,400	cu. yds.	Intermediate Excavation	0.70	"	1,680.00
1,700	" "	Solid Rock Excavation	1.60	"	1,700.00
11,500	" "	Excavation, Single Classif.	0.35	"	4,025.00
8,250	yd. sta.	Overhaul	0.05	"	412.50
4,700	cu. yds.	Truck Haul	0.20	"	940.00
100	lin. ft.	12" Corr. Galv. Iron Pipe	2.50	"	250.00
50	" "	18" " " " "	4.00	"	200.00
24	" "	24" " " " "	6.00	"	144.00
20	" "	36" " " " "	7.00	"	140.00
12,800	cu. yds.	Base Course Resurfacing	1.10	"	14,080.00
4,000	" "	Top Course Resurfacing	1.15	"	4,600.00
2,200	" "	Rock Shoulders	0.50	"	1,100.00
2,000	" "	Earth Filler	0.25	"	500.00
42,000	yd. mis.	Hauling Broken Stone (Tk.Means.)	0.17	"	7,140.00
10,000	" "	Hauling Shoulder Rock Material	0.17	"	1,700.00
5,020	" "	Filler Haul	0.17	"	853.00
					$40,736.50

BITUMINOUS MACADAM AGGREGATE

1,600	cu. yds.	Grade "A" Materials in Stk.Pile	$1.20	$1,920.00
1,200	" "	Grade "AE" " " " "	1.15	1,472.00
3,840	" "	Grade "B" " " " "	1.10	4,224.00
800	" "	Sand	0.00	0.00
10,800	yd. mis.	Hauling Broken Stone (Pile Means.)	0.17	1,785.00
				$9,401.00

CONSTRUCTING BITUMINOUS WEARING SURFACE, TYPE B-6

8	miles	Preparation of Base Macadam	$50.00	$ 400.00
160	M-Gals.	Sprinkling	2.50	400.00
7,000	cu. yds.	Placing Mineral Aggregate	1.50	10,500.00
15,660	yd. mis.	Hauling " "	0.25	3,915.00
470	tons	Asphalt in Place	30.60	14,382.00
1,600	cu. yds.	Gravel Shoulders	0.50	800.00
				$30,394.50

Sub-total	$30,538.00
10% Engr. & Cont.	3,053.80
Total (Slides Sec.)	$33,591.80

Type III Roadway. — Snake River Slides-Weiser Spur (Sta. 686+56 to Sta. 827+80)

REGRADING AND RESURFACING

All Required		Clearing and Grubbing		Low Bid	$ 44.45
14,000	cu. yds.	Excavation, Single Classif.	$0.21	"	2,940.00
7,000	yd. sta.	Overhaul	0.04	"	280.00
1,060	yd. mi.	Truck Haul	0.25	"	265.00
20	cu. yds.	Class "A" Concrete	27.50	"	550.00
180	lin. ft.	Sal. and Reinstall. Culv. Pipe	0.75	"	90.00
80	" "	18" Concrete Siphon Pipe	2.30	"	184.00
90	" "	12" Corr. Galv. Iron Pipe	1.15	"	103.50
60	" "	16" " " " "	2.20	"	132.00
20	" "	24" " " " "	2.30	"	46.00
30	" "	36" " " " "	6.00	"	180.00
110	" "	12" " " " Siphon Pipe	2.00	"	220.00
20	" "	18" " " " Siphon Pipe	3.25	"	65.00
5,200	cu. yds.	Sub-base Course Surfacing	1.51	"	7,852.00
2,600	" "	Base Course Surfacing	1.81	"	3,936.00
1,300	" "	Gravel Shoulders	0.65	"	845.00
1,600	" "	Salv. Surfacing Materials	0.35	"	560.00
1,600	" "	Placing Salv. Surfacing Materials	0.50	"	800.00
1,000	" "	Earth Filler	0.28	"	280.00
180	M-Gals.	Sprinkling	2.25	"	405.00
2,100	yd. mis.	Hauling Salv. Surfacing Materials	0.16	"	336.00
3,900	" "	Hauling Shoulder Materials	0.16	"	624.00
1,800	" "	Filler Haul	0.18	"	324.00
					$21,063.45

BITUMINOUS MACADAM AGGREGATE (CONTRACT PRICES)

480	cu. yds.	Grade "A" Materials in Stk. Pile	$0.94	$ 480.60
460	" "	" "B" " " " " "	0.94	432.40
1,280	" "	" "C" " " " " "	0.94	1,203.20
60	" "	Screenings	0.00	0.00
3,400	yd. mis.	Hauling Crushed Gravel (Pile Mans.)	0.18	612.00
				$ 2,708.20

CONSTRUCTING BITUMINOUS MACADAM WEARING SURFACE (TYPE B-2)

2.6	miles	Preparation of Base	$150.00	$ 390.00
2,290	cu. yds.	Placing Mineral Aggregate	1.45	3,320.50
4,060	yd. mis.	Hauling Mineral Aggregate	0.25	1,012.50
185	tons	No. 3 Oil in Place	30.00	5,550.00
650	cu. yds.	Gravel Shoulders	0.50	325.00

CONSTRUCTING BITUMINOUS MACADAM WEARING SURFACE (TYPE B-2) Continued

1,950 yd. mls.	Hauling Shoulder Materials	80.25	$ 487.88
			$11,085.80
	Sub-total		$54,877.15
	10% Engr. & Cont.		5,487.71
	Total (Slides-Keiser Junc. Section)		$60,364.86

Original length of Project 15.522 Miles
Revised length, Baker County Line-Slides (Type I) 4.5587 "
" " Slides Section (Type II) 8.0128 "
" " Slides-Keiser Spur (Type III) 2.8573 "
Total Revised length of Project 15.507 Miles

Cost per mile, New Work, —

Type I,	Baker Co. Line-Slides	$20,008.80
Type II,	Slides Section	11,058.82
Type III,	Slides-Keiser Spur	14,439.18

Adjusted Fed. Aid per mile, $2,878.32 x 15.522/15.507 = $2,876.62

Federal Aid allowable on new work:

($24,454.80 - $2,878.62) / $24,454.80 = .882347

.882347 x $18,060.00 = $15,925.62 (Fed. Aid allowable per Mi. on New Work.)

Total Fed. Aid allowable on new work:

Type I,	Roadway	$15,925.62 x 4.558 =	$ 80,434.74
Type II,	"	$15,925.62 x 8.010 =	$155,171.21
Type III,	"	$15,925.62 x 2.857 =	$ 44,174.27

Estimated percentage of work to be completed September 1, 1951, 100%.

SUMMARY

Item	Total Cost	Federal Aid	Insurance Proceeds Bonds	State Funds	Locality
ROADWAY					
Type I,	$97,222.80	$48,611.78 (50%)	$48,611.78	$ - -	4.8287
Type II,	88,885.20	55,126.56 (62.25%)	- -	33,452.84	5.8106
Type III,					2.8370
Post Rd. Portion	36,170.81	18,236.09 (62.25%)	- -	9,084.71	
Emerg. Fund Portion	12,184.08	6,092.04 (50%)	6,092.04	- -	
Total (New Work)	$234,173.88	$128,121.42	$54,703.78	$42,545.26	15.807
Roadway (Old Work)	66,828.94	42,506.48	- -	24,322.46	15.826
All Work (Roadway)	$301,002.20	$187,627.90	$54,703.78	$70,725.82	15,807
2 Bridges (Non-Part.)	- -	- -	- -	- -	.011
	$301,002.20	$187,627.90	$54,703.78	$70,725.82	15.818

[illegible] AND ANTELOPE LIMITS OF THE

BAKER COUNTY LINE--WESTERN SECTION OF THE

OLD OREGON TRAIL

	Original Length				Revised Length			
Type I. Roadway								
Sta. 0-254+55	25,671.0	feet	4.8621	miles	25,548.5	feet	4.8357	miles
Two Bridges	60.0	"	.0113	"	60.0	"	.0113	"
	25,731.0	"	4.8734	"	25,608.5	"	4.8470	"
Type II. Roadway								
Sta. 254+55 to 685+55	42,336.0	"	8.0106	"	42,336.0	"	8.0106	"
Type III. Roadway								
Sta. 685+55 to 827+00	14,044.0	"	2.6598	"	14,033.5	"	2.6578	"
Total Length, Net	82,011.0	"	15.532	"	81,978.0	"	15.507	"
Two Bridges	60.0	"	.011	"	60.0	"	.011	"
Total Length, Gross	82,071.0	"	15.543	"	82,038.0	"	15.518	"

May 7, 1931.

Mr. H. G. Smith,
Division Highway Engineer,
La Grande, Oregon.

Huntington - Sides

Dear Sirs

We are enclosing herewith resolution forms for the resolution which it will be necessary to obtain from the city of Huntington relative to encroachments upon the highway right-of-way.

~~Three~~ Four signed copies of this resolution should be returned to us.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

R. H. Probert,
Office Engineer.

SHP:ER

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

April 15, 1931

pr 67

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing three copies of modification of project agreement covering Oregon Emergency Federal Aid Project No. 67 which you are requested to have the Commission sign and return at your early convenience.

On that portion of the project eligible to receive Advance Funds, the Federal Aid has been increased in accordance with the regulation governing Emergency Funds to $6,097.03, which is 50% of the estimated cost.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
APR 16 1931
OREGON
STATE HIGHWAY COMMISSION

PR 67
Resp

April 9, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of April 8th regarding errors occurring in Voucher No. 5, covering the Snake River Slides-Weiser Junction Section, Project No. 67-A. (Resp)

Referring to the item of hauling broken stone, pile measure, which appears on the voucher for 954.66 yard miles, please be advised that this is a typographical error which should be 9,548.6 yard miles. The supporting data for this item was submitted with Voucher No. 2, covering work done to August 10th, 1930, which showed a total of 6,567.5 cubic yards of aggregate placed in the wearing surface, and likewise showed the average haul to be 1.454 miles. The data further shows that the product of these figures gives the 9,548.6 yard miles of haul which should appear on the voucher.

In reference to the item of base course resurfacing which appears on the voucher as 15,228 cubic yards, please be advised that this amount is incorrect and should be reduced by the amount of the non-participating item of 5,200 cubic yards. The correct amount to appear on the voucher would, therefore, be 10,028 cubic yards of sub-base resurfacing. From our computations, using this correct figure, the net amount claimed on the voucher would be $14,574.51, instead of $16,786.91 as submitted.

16,756.91

30¢ Correction on Journal page 347

16786.91
14574.51
2212.40

J 364

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/EM.

#1154
23BA

PR 67
Returned

J. C. COMPTON COMPANY

J. C. COMPTON
McMinnville, Oregon

GENERAL CONTRACTORS

McMinnville, Oregon.
March 10, 1931.

Oregon State Highway Commission
Salem, Oregon.

Attention Mr. Carl F. Smith

Gentlemen :

Relative to your letter of February 9, 1931 to Jewett Barton & Leavy in regards to a claim of $ 37.94 filed against us by the Baker Motor Co. thru Allan A. Smith of Baker, Oregon, we wish to cancell said claim in the payment of (Check # 1175, March 10, in the amount of $ 37.94, written on the First National Bank Of McMinnville, Oregon to the Baker Motor Co. of Baker, Oregon.)

Yours very truly

J. C. Compton Co.

BY: Jas B Compton

M
T
C.
M

cc Jewett Barton & Leavy
Portland, Oregon.

Allan A. Smith
Baker, Oregon.

Baker Motor Co.
Baker, Oregon.

Hartford Accident & Indemnity Co.
1120 Spalding Building
Portland, Oregon.

NOTED
H. R. GLAISYER

PR 67

March 9, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for revised agreement covering the Snake River-Glides-Keiser Unit of the Baker County Line-Keiser Section, Project No. 67.

Very truly yours,

HOT A. KLEIN,
State Highway Engineer,

By

E. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ML.

encl.

Oregon State Highway Department — Emergency Project No. 67 (Resp.)

SNAKE RIVER SLIDES - WEISER JUNCTION UNIT

OF THE BAKER COUNTY LINE - WEISER SECTION OF THE

OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate as basis for revised agreement. Based on low bid prices.)

Salem, Oregon, March 5, 1931.

COMPLETED WORK AS SHOWN BY FINAL VOUCHER

Final Cost of Roadway	$63,931.60
Engineering and Contingencies	4,896.84
Total cost of completed work	$68,828.44
Total cost on which Federal Aid was computed	$67,831.84
Federal Aid paid on Roadway (Fiscal Years 1921 and 1922)	$41,506.65

Length of Roadway (gross)	15.543 miles	
" " one Bridge 30 feet	.035 "	(non-participating)
" " Roadway (excluding Bridge)	15.508 "	
Cost per mile - $4,425.86		
Federal Aid per mile	$2,671.23	

NEW WORK - ROADWAY, SNAKE RIVER SLIDES (STA. 254/85 TO STA. 544/86.0)

All Required	Clearing and Grubbing	Lump Sum		$ 50.00
1,300 cu. yds.	Common Excavation	@ $0.35	"	455.00
2,400 " "	Intermediate Excavation	0.70	"	1,680.00
1,700 " "	Solid Rock Excavation	1.00	"	1,700.00
11,000 cu. yds.	Excavation, Single Classification	0.35	"	4,025.00
5,250 yd. stas.	Overhaul	0.08	"	412.50
4,700 cu.yds.	Truck Haul	0.20	"	940.00
100 lin. ft.	12" Corr. Galv. Iron Pipe	2.50	"	250.00
80 " "	18" " " " "	4.00	"	320.00
34 " "	24" " " " "	6.00	"	204.00
20 " "	36" " " " "	7.00	"	140.00
12,000 cu. yds.	Base Course Resurfacing	1.10	"	14,000.00
4,000 " "	Top Course Resurfacing	1.15	"	4,600.00
3,200 " "	Rock Shoulders	0.50	"	1,600.00
2,000 " "	Earth Filler	0.15	"	300.00
42,000 yd. mls.	Hauling Broken Stone (Truck Haul)	0.17	"	7,140.00
10,000 yd. mls.	Hauling Shoulder Rock Material	0.17	"	1,700.00
5,000 " "	Filler Haul	0.17	"	850.00
				$40,726.50

Bituminous Macadam Aggregate

1,605 Cu. Yds.	Grade "A" Materials in Stock Pile	$1.25	$1,780.00
1,280 " "	" "AB" " " " "	1.15	1,472.00
3,840 " "	" "B" " " " "	1.10	4,224.00
280 " "	Sand	0.00	0.00
10,800 Yd. Mls.	Hauling Broken Stone (Pile Measure)	0.17	1,836.00
			$9,401.00

Constructing Bituminous Wearing Surface, Type B-2

8 miles	Preparation of Base Macadam	50.00	$ 400.00
100 M-Gals.	Sprinkling	2.50	250.00
7,000 cu. yds.	Placing Mineral Aggregate	1.50	10,500.00
15,680 yd. mi.	Hauling " "	0.25	3,920.00
470 tons	Asphalt in Place	30.60	14,382.00
1,600 cu. yds.	Gravel Shoulders	0.50	800.00
			$30,254.00
	Sub-total		$60,652.00
	10% Engrg. & Cont.		6,065.00
	Total (Slides Sect.)		$66,717.00

NEW WORK, ROADWAY (SNAKE RIVER SLIDES-WEISER SPUR) (STA. 632+58 TO STA. 827+03)

Regrading and Resurfacing

All Required	Clearing and Grubbing		Low bid $	66.45
14,000 cu. yds.	Excavation, Single Classification	$0.21	" "	2,940.00
7,000 yd. stas.	Overhaul	0.04	" "	280.00
1,260 yd. mi.	Truck Haul	0.25	" "	315.00
20 cu. yds.	Class "A" Concrete	27.50	" "	550.00
120 lin. ft.	Salvage and Reinstall. Culv. Pipe	0.75	" "	90.00
80 " "	18" Concrete Siphon Pipe	2.30	" "	184.00
90 " "	12" Corr. Galv. Iron Pipe	1.15	" "	103.50
60 " "	18" " " " "	2.20	" "	132.00
20 " "	24" " " " "	2.80	" "	56.00
50 " "	36" " " " "	6.00	" "	180.00
110 " "	12" " " " Siphon Pipe	2.00	" "	220.00
30 " "	18" " " " Siphon Pipe	3.25	" "	65.00
5,200 cu. yds.	Sub-base Course Surfacing	1.51	" "	7,852.00
2,600 " "	Base Course Surfacing	1.51	" "	3,926.00
1,500 " "	Gravel Shoulders	0.35	" "	845.00
1,600 " "	Salv. Surfacing Materials	0.35	" "	560.00
1,600 " "	Placing Salv. Surfacing Materials	0.50	" "	800.00
1,000 " "	Earth Filler	0.28	" "	280.00
180 M-Gals	Sprinkling	2.25	" "	405.00
2,100 yd. mls.	Hauling Salv. Surfacing Materials	0.16	" "	336.00

Regrading and Resurfacing (CONTINUED)

5,900 yd. mls.	Hauling Shoulder Materials	$0.16	Low Bid		$ 824.00
1,800 " "	Filler Haul	0.18	"	"	324.00
					$21,082.45

Bituminous Macadam Aggregate (Contract Prices)

420 cu. yds.	Grade "A" Matls. in Stock Pile	$0.04	$ 400.80
480 " "	" "B" " " " "	0.84	452.40
1,220 " "	" "C" " " " "	0.84	1,205.20
60 " "	Screenings	0.00	0.00
3,400 yd. mls.	Hauling Crushed Gravel (Pile Mose.)	0.18	612.00
			$ 2,728.80

Construction Bituminous Macadam Wearing Surface (Type B-2)

2.6 miles	Preparation of Base	$150.00	$ 390.00
2,220 cu. yds.	Placing Mineral Aggregate	1.46	3,988.80
4,060 yd. mls.	Hauling Mineral Aggregate	0.25	1,012.50
185 tons	No. 3 Oil in Place	30.00	5,550.00
420 cu. yds.	Gravel Shoulders	0.80	336.00
1,950 yd. mls.	Hauling Shoulder Materials	0.25	487.50
			$11,085.50

Sub-total	$34,877.15
10% Engr. and Cont.	3,487.71
Total (Glides-Weiser Junction Section)	$38,364.86

Original length of Reopened Portion	10.670 miles
Revised " " " "	10.668 miles
Original length of Project (Excluding one Bridge)	15.538 "
Revised " " " (Excluding one Bridge)	15.536 "
Length of Snake River Glides Unit	8.811 (Revised)
" " Glides-Weiser Junction Unit	2.657 (Revised)

Cost per mile (New Work):

Snake River Glides Unit	$11,057.24
Glides-Weiser Junction Unit	14,439.16

Adjusted Federal Aid per mile, - Reopened Section $\frac{10.670}{10.668} \times \$2,671.28 = \$2,671.78$

Federal Aid allowable on New Work:

$\frac{24,454.09 - 2,671.78}{24,454.09} = .890745$, deficiency

.890745 x $18,660 = $16,620.31, Federal Aid allowable per mile on new work.

Total Federal Aid allowable on reopened portion, 10.668 x $16,620.31 = $177,401.47

Estimated per cent complete by September 1, 1931. 100%

SUMMARY

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds	Length
Reopened Portion (Roadway)					
Snake River Slides Unit Post Roads Portion	$68,565.20	$35,126.56 (62.22%)	$ - -	$33,438.64	8.011
Slides-Keiser Junction Unit Post Roads Portion	28,170.81	16,236.09 (62.22%)	- -	9,934.72	2.657
Emergency Funds Portion	12,194.06	5,658.71 (50%)	5,706.72 (55%)	1,828.13	———
Totals (New Work)	$128,930.06	$75,070.88	$5,706.72	$45,172.48	10.668
Roadway (Old Work)	47,326.07 $174,256.13	28,502.55 $103,573.51	- - $5,706.72	18,823.42 $63,995.90	10.670
Non-Increased Portion					
Roadway	21,582.57	13,003.83	- -	8,578.74	4.868
1 Bridge (Non-part.)	- -	- -	- -	- -	.005
Totals (All Work)	$195,838.70	$116,577.34	$5,706.72	$72,554.64	15.541

State funds for Construction: Chapter 175, Laws 1917; Chapter 81, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

Feb. 11, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We are enclosing herewith six copies of estimate accompanying the bituminous macadam specifications, and five bid proposals covering the construction of bituminous macadam wearing surface on the Slides-Weiser Junction Unit of the Baker County Line-Weiser Section, Project No. 67.

Under separate cover, we are sending five blueprint copies of Sheet No. 2 of the plans which has been revised to include the quantities and show the typical section for this contemplated work.

This is an emergency project, and, as shown by the estimate, emergency advance funds are being requested.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 67 (Loop)

SNAKE RIVER SLIDES-WEISER JUNCTION UNIT

OF THE BAKER COUNTY LINE-WEISER SECTION OF THE

OLD OREGON TRAIL IN MALHEUR COUNTY

(Estimate with specifications for constructing bituminous macadam between Sta. 699+56 and Sta. 827+00. Not as basis for revised agreement.

Salem, Oregon, Feb. 10, 1931.

COMPLETED WORK AS SHOWN BY FINAL VOUCHER

Final Cost of Roadway	$33,992.80
Engineering and Contingencies	4,896.04
Total cost of completed work	38,888.84
Total cost on which Federal Aid was computed	37,991.84
Federal Aid paid on Roadway (Fiscal Year 1921 & 1922	21,506.48

Length of Roadway (gross)	15.543 Miles	
Length of 1 Bridge, 30 feet	.005 "	(non-participating)
Length of Roadway (excluding Br.)	15.538 "	
Cost per mile $4,455.55		
Federal Aid per mile	$2,671.28	

NEW WORK-ROADWAY, SNAKE RIVER SLIDES (STA. 234+55 TO STA. 699+56.0)

All Required		Low Bid	
	Clearing and Grubbing		$ 80.00
1,900 cu. yds.	Common Excavation	$0.35 "	665.00
2,400 " "	Intermediate Excavation	0.70 "	1,680.00
1,700 " "	Solid Rock Excavation	1.00 "	1,700.00
11,500 cu. yds.	Excavation, Single Classification	0.35 "	4,025.00
8,250 yd. sta.	Overhaul	0.05 "	412.50
4,700 cu. yds.	Truck Haul	0.20 "	940.00
100 lin. ft.	12" Corr. Galv. Iron Pipe	2.50 "	250.00
50 " "	15" " " " "	4.00 "	200.00
84 " "	24" " " " "	6.00 "	504.00
20 " "	36" " " " "	7.00 "	140.00
12,800 cu. yds.	Base Course Resurfacing	1.10 "	14,080.00
4,000 " "	Top " "	1.15 "	4,600.00
3,200 " "	Rock Shoulders	0.50 "	1,600.00
2,000 " "	Earth Filler	0.25 "	500.00
42,000 yd. mi.	Hauling Broken Stone (Truck Meas.)	0.17 "	7,140.00
10,000 yd. mi.	Hauling Shoulder Rock Material	0.17 "	1,700.00
5,000 " "	Filler Haul	0.17 "	850.00
			$40,736.50

Bituminous Macadam Aggregate

1,600 cu. yds.	Grade "A" Materials in Stock Pile	1.20	$ 1,920.00

1,200	cu. yds.	Grade "AS" Materials in Stock Pile	1.15	$1,472.00
8,240	" "	Grade "D" " " " "	1.10	4,224.00
800	" "	Sand	- -	- -
10,000	yd. mi.	Hauling Broken Stone (Pile Measure)	0.17	1,705.00
				$ 9,401.00

Constructing Bituminous Wearing Surface, Type B-4

8	miles	Preparation of Base Mapadam	50.00 . . . 400.00
100	M-Gals.	Sprinkling	2.50 400.00
7,000	cu. yds.	Placing Mineral Aggregate	1.50 10,500.00
15,000	yd. mi.	Hauling Mineral Aggregate	0.85 5,918.50
470	tons	Asphalt in Place	30.00 14,100.00
1,000	cu. yds.	Gravel Shoulders	0.80 800.00
			$30,394.50

Sub-total..... $80,588.00
10% Engr. & Cont.... 8,058.80
Total (Slides Sect.) $88,646.80

NEW WORK. ROADWAY (SNAKE RIVER SLIDES-WEST SPUR) (STA. 888+58 TO STA. 827+00)

Regrading and Resurfacing

All Required		Clearing and Grubbing	Lump Sum	$ 88.45
14,000	cu. yds.	Excavation, Single Classification	0.21 "	2,940.00
7,000	yd. stas.	Overhaul	0.04 "	280.00
1,000	yd. mis.	Truck Haul	0.25 "	282.50
20	cu. yds.	Class "A" Concrete	27.50 "	550.00
120	lin. ft.	Salvage and Reinstall. Culv. Pipe	0.75 "	90.00
60	" "	18" Concrete Siphon Pipe	2.80 "	184.00
90	" "	12" Corr. Galv. Iron Pipe	1.15 "	103.50
80	" "	18" Corr. Galv. Iron Pipe	1.20 "	132.00
20	" "	24" " " " "	2.90 "	58.00
30	" "	30" " " " "	6.00 "	180.00
110	" "	18" " " " Siphon Pipe	2.00 "	220.00
20	" "	12" " " " " "	3.25 "	65.00
5,200	cu. yds.	Sub-base Course Surfacing	1.51 "	7,852.00
2,600	" "	Base Course Surfacing	1.51 "	3,926.00
1,300	" "	Gravel Shoulders	0.65 "	845.00
1,600	" "	Salv. Surfacing Materials	0.35 "	560.00
1,000	" "	Placing Salv. Surfacing Materials	0.80 "	800.00
1,000	" "	Earth Filler	0.28 "	280.00
180	M-Gals.	Sprinkling	2.25 "	405.00
2,100	yd. mi.	Hauling Salv. Surf. Matls.	0.16 "	336.00
5,200	" "	Hauling Shoulder Materials	0.16 "	824.00
1,000	" "	Filler Haul	0.16 "	160.00
				$ 21,082.45

Bituminous Macadam Aggregate (Contract Price)

496 cu. yds.	Crude "A" Metls. in Stock Pile	$0.94	$ 466.24
480 " "	" " " " " "	0.94	451.20
1,180 " "	" " " " " "	0.94	3,205.29
80 " "	Screenings	-- --	-- --
3,450 yd. mls.	Hauling Crushed Gravel (Pile Mens.)	0.18	612.00
			$ 4,708.93

Constructing Bituminous Macadam Wearing Surface (Type 2-B)

2.6 miles	Preparation of Base	$150.00 est.$	390.00
2,290 cu. yds.	Placing Mineral Aggregate	1.40 "	3,206.00
4,930 yd. mls.	Hauling Mineral Aggregate	0.30 "	1,479.00
156 tons	No. 5 Oil in Place	33.00 "	5,180.00
888 cu. yds.	Gravel Shoulders	0.75 "	667.50
1,950 yd. mls.	Hauling Shoulder Materials	0.18 "	351.00
			$10,821.50

Sub-total.....$24,615.15
10% Engr. & Cont.....2,461.51

Total (Slides-Weiser Junction Section) $26,076.66

Orig. length of Reopened Portion 10.670 miles
Revised length of Reopened Portion 10.608 "

Orig. length of Project (excl. 1 Bridge) 15.538 miles
Revised length of Project (excl. 1 Bridge) 15.476 "

Length of Snake River Slides Unit 8.082 (Revised)
" " Slides-Weiser Junction Unit 2.657 (")

Cost per mile (new work)

Snake River Slides Unit $11,067.04
Slides-Weiser Junction Unit $14,580.00 14,439.16

Adjusted F. A. per mile, reopened section $\frac{10.670}{10.608}$ x $12,671.78=$12,671.78

Fed. Aid allowable on new work:

$\frac{24,454.69 - 2,671.78}{24,454.69}$ = .893745 deficiency

.893745 x $18,669 = $16,629.51 F. A. allowable per mile on new work.

Total F. A. allowable on reopened portion 10.608 x $16,629.51 = $177,422.47

Estimated per cent complete by Sept. 1, 1931 100%

SUMMARY

Item	Total Cost	Federal Aid	Advance Funds	State Funds	Length
Recpmmd Portion (Roadway)					
Snake River Slides Unit Post Roads Portion $[illegible]	$[illegible]	$56,128.88 (62.22%)	--	$33,458.64	8.811
Slides-Weiser Junction Unit					
Post Roads Portion	$26,170.81	$16,206.09 (62.52%)	--	$ 9,964.72	2.867
Emergency Funds Project	11,205.88	4,187.04 (36%)	$7,728.81 (68%)	--	--
Totals (new work)	$136,661.06	$76,579.69	$7,728.81	$43,343.36	10.678
Roadway (old work)	47,206.87	28,502.65	--	18,803.42	10.870
	$171,907.93	$104,082.34	$7,728.81	$62,146.78	
Non-recpmmd portion					
Roadway	$ 21,282.57	$ 13,005.83	--	$ 8,276.74	4.869
1 Bridge (non-part)	--	--	--	--	.005
	$ 193,860.50	$117,088.17	$7,730.81	$70,725.52	15.541

State Funds for Const.: Chapter 175, Laws 1917, Chapter 51, Laws 1927.

State Funds for Maint.: Chapter 41, Laws 1927.

#1154
23 BF
PR 67

February 9, 1931

Allen A. Smith
Shoemaker Building
Baker, Oregon

Dear Sir:

Receipt is acknowledged of your letter of February 5th in which you advise of the claim of the Baker Motor Company in the sum of $37.94 against J. C. Compton Company. Please be advised that the contract which Mr. Compton had under way in Harney and Malheur County was known as contract #1154, Vale Oiling Project.

The bond in connection with this contract was furnished by the Hartford Accident and Indemnity Company for whom Jewett, Barton and Leavy are agents with offices in the Lewis Building, Portland, Oregon. Claims against contractors on highway work should be filed in accordance with the provisions of Section 2921 of the Oregon Laws for 1929

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:H

February 9, 1931

Hartford Accident & Indemnity Co.
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We hand to you herewith copy of letter received from Hiram A. Smith, Attorney of Baker, Oregon, in which he advises of the claim of the Baker Motor Company against J. C. Compton Company in connection with contract #1154, Vale Oiling Project in Harney and Malheur Counties, Oregon

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W
Inc.

cc J. C. Compton
McMinnville, Oregon

Hartford Accident & Indemnity Co.
1120 Spalding Building
Portland, Oregon

#1154

ALLAN A. SMITH
A. S. GRANT

LAW OFFICES OF
ALLAN A. SMITH
SHOEMAKER BUILDING
BAKER, OREGON

February 5, 1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:

The Baker Motor Company of Baker, Oregon, holds a claim of $37.94 against J. C. Compton Company.

I understand that the J. C. Compton Company at that time was engaged in the construction of a highway in the vicinity of Baker, Oregon. I do not have the name of the bonding company nor a description of the road upon which they worked, and I would appreciate it very much if you would kindly furnish me this information so that we can present a claim to your Commission against the company and its bondsmen for the payment of this account. I wish also to add that this account was incurred by the J. C. Compton Company through a Mr. Donaldson, who issued their Requisition No. 1173 for the payment thereof.

Very truly yours,

A. S. Grant

ASG:D

1167

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. F.A.P. No. 67

Post Office Building
Portland, Oregon.

February 7, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Arpr 6277

Oregon Federal Aid Project No. 67.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on May 24, 1929, and October 22, 1930, respectively, by the said State Highway Commission, and on December 21, 1929, and November 15, 1930, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 67; and

WHEREAS, that certain "Modification of Project Agreement" signed by the Acting Secretary of Agriculture on November 15, 1930, provided a total cost of $171,706.55, and Federal Aid in the amount of $105,917.27; and

WHEREAS, the approved estimate of cost, dated August 4, 1930, on which said "Modification of Project Agreement" was based provided a total cost of $193,289.45, and Federal Aid in the amount of $118,921.10:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred eighteen thousand, nine hundred twenty-one and 10/100 dollars ($118,921.10) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof.".

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred eighteen thousand, nine hundred twenty-one and 10/100 dollars ($118,921.10), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred ninety-three thousand, two hundred eighty-nine and 45/100 dollars ($193,289.45), the approved total estimated cost of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 15th day of January, 1936, and the Secretary of Agriculture on the 28th day of January, 1936.

STATE HIGHWAY COMMISSION OF OREGON

By H. B. Saunders
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By W. A. Lynch
Member, State Highway Commission

CMS R. M. Evans
Acting Secretary of Agriculture

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 0+00 at the Baker-Malheur Counties Line on the north line of Sec. 5, T.15 S., R.45 E., and survey station 827+00 in the S.W.¼ of Sec. 33, T.15 S., R.47 E. (excepting therefrom that portion between survey stations 243 and 246) locally known as the Old Oregon Trail between Pendleton and Ontario, Malheur County, and designated in the records of this Department as Project No. S 67, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $193,289.45 in lieu of the $105,917.27 approved by Certificate of November 15, 1930, as the total estimated cost of said project, and the sum of $118,921.10/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ percent of said total estimated cost.

Done at the city of Washington, this 28th day of January, one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

Approved

GOVERNMENT PRINTING OFFICE 8—4000

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No Ore. FAP 67 Reopened

Post Office Building
Portland, Oregon.

December 3, 1930

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By E. J. Caufield
E. J. Caufield
Highway Engineer

Encl.

P. S. One copy each of approved specifications and approved estimate, upon which modified project agreement has been based, are enclosed.

Apr 6 '27

Oregon Federal Aid Project No. 67.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on May 24, 1929, by the said State Highway Commission, and on December 21, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 67; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said project to provide for widening the roadway, and for the construction of a multiple lift bituminous macadam wearing surface between survey stations 686+56.0 and 827+00; and by reason thereof has requested that the estimate of cost approved for said project be increased from $157,749.94 to $171,706.88, and that the Federal funds approved and set aside to the credit of said project be increased from $96,804.86 to $105,917.27; and

WHEREAS, the actual measured length of said project has been found to be 15.536 miles instead of 15.540 miles:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred five thousand, nine hundred seventeen and 27/100 dollars ($105,917.27) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

> "Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:
>
> Between survey station 0+00 at the Baker-Malheur Counties line on the north line of Sec. 5, T.15 S., R.45 E., and survey station 827+00 in the S.W.¼ of Sec. 33, T.15 S., R.47 E. (excepting therefrom that portion between survey stations 2 / 36 and 2 / 66), terminal points, a distance of 15.536 miles, known locally as the Old Oregon Trail between Pentleton and Ontario, Malheur County."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred five thousand, nine hundred seventeen and 27/100 dollars ($105,917.27), certified to the Secretary of the Treasury as above mentioned, which does not exceed

the authorized Federal pro rata share of one hundred seventy-one thousand, seven hundred six and 55/100 dollars ($171,706.55), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 22nd day of October, 1930, and the Secretary of Agriculture on the 15th day of November, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By H B Saunders
Chairman, State Highway Commission

By C E Spate
Member, State Highway Commission

By _____
Member, State Highway Commission

C W Marvin
Acting Secretary of Agriculture

CWB

Oregon Federal Aid Project No. 67.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~excelsior~~ road between survey station 0+00 at the Baker-Malheur Counties line on the north line of Sec. 5, T.15 S., R.45 E., and survey station 827+00 in the S.W.¼ of Sec. 33, T.15 S., R.47 E. (excepting therefrom that portion between survey stations 2+66 and 2+36), a locally known as the Old Oregon Trail between Pendleton and Ontario, Malheur County, and designated in the records of this Department as Project No. 67, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 171,706.85 in lieu of the $96,504.86 approved by Certificate of December 21, 1929, as the total estimated cost of said project, and the sum of $ 105,917.27/ authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the/ ~~percent~~ of said total estimated cost.

Done at the city of Washington, this 15th day of November one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

C. C. Marvin

Acting *Secretary of Agriculture.*

8—4930

CWB

SPECIFICATIONS FOR

BITUMINOUS MACADAM WEARING SURFACE

To be constructed on

The Snake River Slides-Weiser Junction Section

Federal Aid Project No.67

- -

PREPARATION OF BASE

The existing macadam surface shall be shaped to a uniform grade and cross-section as shown on the plans and free from all irregularities. The shaping shall be accomplished by the use of a heavy road grader, weighing not less than 6,000 pounds, equipped with a scarifier. Should any section of the roadway be so rough and pitted that the ordinary shaping will not remove the pot holes, the surface shall be lightly scarified and bladed, and the surfacing materials shall be reset by sprinkling, blading, dragging and rolling. Following the blading, adjustable road drags, suspended from wheel mounted frames not less than sixteen feet in length, shall be used in such manner as to remove all unevenness and compact the surface material. Sprinkling shall be performed during this operation if considered necessary by the engineer.

Should there be any exceptionally deep holes or other malformations from the true cross-section and grade that the contractor has not removed by the blade and drag as above described, the contractor will be required to patch these holes with a mix of hot asphalt and rock by the penetration method, using approximately 4% of asphalt to the amount of rock by weight. All small patches shall be hand tamped while the larger patches shall be rolled with a heavy roller.

As a part of the preparation of the base macadam, the contractor will be required to blade the entire width of the roadway, including earth shoulders, to uniform crown smooth surface.

After the base macadam has been worked over in the manner outlined above, all loose material shall be bladed off and the surface swept to the width shown on the plans for the total width of the wearing surface, such sweeping to be done by the use of a power broom of an approved type, the sweeping to be continued until all dust and dirt has been removed, giving the road surface a mosaic appearance, all stone being locked and keyed and well bound and free from dirt and dust. Hand push-brooms shall be used to clean any omissions of the power broom.

APPROVED AND RECOMMENDED
FOR APPROVAL
R.O. OCT 4 1930

CONSTRUCTION OF WEARING SURFACE

Materials:

The materials to be used in the construction of the wearing surface shall be broken stone or crushed gravel of the kind hereinafter specified under the head "Mineral Aggregate", and asphalt of the kind hereinafter specified under the head "Asphalt".

The broken stone or crushed gravel shall hereinafter be referred to as "Mineral Aggregate", and it shall be of three sizes, which sizes will be designated as 1½" - 1" aggregate, 1" - ½" aggregate, and ½" - 1/8" aggregate. The size and grading of each of these sizes shall be as specified under the head "Mineral Aggregates".

Wearing Surface to be Constructed in Courses or Lifts:

The wearing surface shall be constructed in two courses or "lifts".

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam construction shall consist of an application of asphalt (the manner of application to be specified under the head "Asphalt", followed by an application of 1½" - 1" aggregate. The aggregate shall be applied at a rate of approximately 0.021 cubic yards per square yard. The aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear. The asphalt shall be applied at a rate of approximately 0.20 gallon per square yard.

The first lift shall be lightly rolled with a power roller.

Second or Top Lift of Bituminous Macadam:

The second or top lift of the bituminous macadam wearing surface shall be constructed in the same manner as the first lift, except that the asphalt shall be applied at a rate of three-tenths (0.3) gallon per square yard, and the lift shall be rolled until thoroughly compacted.

Keying of Top Lift:

On the top lift of the bituminous macadam, asphalt shall be applied at a rate of approximately three-tenths (0.3) gallon per square yard. This shall be followed immediately by an application of 1" - ½" aggregate, the aggregate being spread uniformly over the surface at a rate of approximately 0.0125 cubic yards per square yard, the spreading being followed by brooming and rolling. Additional aggregate shall be added by hand to cover any bare of thin spots that may appear.

Application of First Course of Seal Coat:

After the keying and rolling of the top lift has been satisfactorily completed, an application of asphalt shall be made at a rate of approximately one-quarter (0.25) gallon per square yard, and that application shall be followed by an application of ½" - 1/8" aggregate, the aggregate being spread uniformly over the surface at a rate of approximately 0.009 cubic yards per square yard.

The surface shall then be bladed, rolled and broomed until the aggregate is absorbed and the surface is well compacted. Additional aggregates shall be added as required to thoroughly seal the surface.

Application of Second Course of Seal Coat:

After the first course of the seal coat is completed as above specified, the wearing surface shall be subjected to traffic for a period of about two weeks. The surface shall then be swept clean of loose stone and dust, after which, asphalt shall be applied at a rate of one-fifth (1/5) gallon per square yard. This application shall be followed immediately by ½ inch aggregate spread at a rate of 0.009 cubic yard per square yard, and by sand (or screenings below one-eighth inch in size) spread at a rate of 0.003 cubic yard per square yard.

The surface shall then be thoroughly rolled, the fine aggregate being swept about on the surface while the rolling is in progress. The rolling and sweeping shall continue until the asphalt has hardened and will absorb no more of the aggregate.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the center line of the roadway, and shall overlap each preceding track, and cover the entire surface as many times as is necessary to thoroughly consolidate the stone. At least one roller shall be provided for each 15 cubic yards per hour of aggregate spread.

MINERAL AGGREGATES

Kind and Quality:

The mineral aggregate shall be clean, hard and durable broken stone or crushed gravel, which when subjected to the standard abrasion test, will show an abrasive loss not exceeding four (4) percent.

If crushed gravel is used, at least fifty percent, by weight, of each size of material, shall consist of fragments or particles showing surfaces fractured in the crushing operation.

Sizes of Aggregates:

The aggregates shall be of three sizes which sizes will be referred to as 1½" - 1" aggregate, 1" - ½" aggregate, and ½" - 1/8 " aggregate. The size of each size of aggregate shall be as follows:

1½" - 1" aggregate shall all pass a screen having one and one-half (1½) inch circular openings and shall all be retained on a screen having one (1) inch circular openings.

1" - ½" aggregate shall all pass a screen having one (1) inch circular openings and shall all be retained on a screen having one-half (½) inch circular openings.

½" - 1/8" aggregate shall all pass a screen having one-half (½) circular openings, and shall all be retained on a screen having one-eighth (1/8) inch square openings.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width of nine feet.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

A S P H A L T

Specifications for Asphalt:

The asphalt to be furnished and used under this contract shall be made from an asphaltic base oil. It shall not have been distilled at a temperature high enough to injure by burning or high enough to produce flecks of carbonaceous matter. If shall be homogeneous and free from water, and it shall conform with the following requirements.

1. Penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., shall be between 130 and 150 degrees, Dow, or between 150 and 250 degrees, Dow, as the engineer may order.

2. The flash point (Pensky-Martin closed cup test) shall not be less than 400 degrees F.

3. Loss on heating at 163 degrees C. (325) degrees F.), 50 g., 5 hrs. shall not exceed two (2) percent. The penetration at 25 degrees C. (77 degrees F.) 100 g., 5 sec., of the residue after heating at 163 degrees C., (325 degrees F.), shall not be less than 60 percent of the original penetration.

4. The ductility at 25 degrees C. (77 degrees F.) shall be not less than 30 cm.

5. The proportion of butimen soluble in carbon tetrachloride shall be not less than 99 percent.

The properties enumerated in these specifications shall be determined in accordance with the following methods of test as prescribed by the American Society for Testing Materials:

1. Penetration: Standard method of test for penetration of bituminous materials (Serial dosignation D5).

2. Flash Point. Standard method of test for flash and fire points by means of open cup (Serial designation D92).

3. Loss on Heating: Standard method test for loss on heating oil and asphaltic compounds (Serial designation D6).

4. Ductility: Tentative method of test for ductility of bituminous materials (Serial dosignation D113-26T).

5. Proportion of bitumen soluble in tetrachloride: Standard method of test for determination of proportion of bitumen soluble in carbon tetrachloride (Series designation D165).

Manner and Method of Application of Asphalt:

The asphalt shall, at the time it is spread, have a temperature of approximately 400 degrees F. Asphalt that has been overheated or "burned" shall not be used in the work.

In general, it will be the policy of the State not to permit the application of any asphalt or oil when the atmospheric temperature is less than 80 degrees F., and, if it is necessary, in order to secure the best results, the engineer may require the contractor to delay the application of the asphalt or oil until ten o'clock each morning. However, the contractor will be permitted to carry his operations through the day until eight hours of actual work has been performed in the application of asphalt or oil, provided no asphalt or oil shall be placed which cannot be cared for before the hours of darkness.

The asphalt shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of asphalt over a width equal to one-half of the width specified for the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of asphalt can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of asphalt at the junction of two applications, the distribution shall be promptly stopped when the flow of asphalt begins to thin just before the tank is empty. Each time that the application of asphalt from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of asphalt shall not vary from the rates specified by the engineer by more than ten per cent, and, if, in the application of the asphalt, any spots are missed, asphalt shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

To increase the flowing and penetrating action of the asphalt, a soap-water solution shall, with each spread of asphalt, be spraved onto the road surface a few inches ahead of the spray of asphalt. The spraying of this soap-water solution shall be accomplished by means of a suitable pressure tank and spray bar mounted on the asphalt or oil distributor, a constant air pressure of ten pounds per square inch being maintained in the tank. The amount of soap-water solution to be sprayed on shall be approximately ten (10) percent (volume measurement) of the amount of asphalt, and the percentage of soap in the soap-water solution shall be not less than one percent of the amount of the solution.

MISCELLANEOUS PROVISIONS

Aggregates to be Furnished by State:

The mineral aggregates required in connection with the work to be done under this contract are to be furnished by the State in stock piles located at various points in the vicinity of the work.

No charge will be made to the contractor for such of the State's materials as are used in the work, but it is understood that the expense of loading the materials into the hauling trucks will be borne by the contractor.

In taking the aggregates from the stock piles, the contractor shall avoid the use of any means or methods that will tend to scatter the materials or cause them to become mixed with dirt and other foreign matter. He shall endeavor to salvage from each pile as nearly all of the materials the pile contains as is practicable, or, in the cases of piles where the entire contents are not required, to take the materials the full depth of the pile as far as needed, and to leave the remainder undisturbed and in good condition for future use. The picking up of dirt with the materials must be carefully avoided as aggregate containing dirty or other foreign matter cannot be used in the work.

The contractor will be charged for any materials that he may waste or that he may use without the authority of the specifications or of the engineer.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. In general, the rollers shall begin at the edges of the roadway, overlapping the shoulder one-half the width of the rear wheel, and shall progress toward the center, parallel with the centerline of the roadway, overlapping each preceding track and covering the entire surface as many times as is necessary to produce the desired result.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings or other new aggregates.

Sprinkling:

The sprinkling work called for by the foregoing specifications and such other sprinkling work as may be considered necessary by the engineer, shall be performed with water tanks equipped with spray bars nine feet in length having orifices so spaced and so adjusted as to give a uniform distribution of water throughout the entire length of the bar. The rate of distribution of water shall, in each case, be as the engineer orders.

The sprinkling work shall, unless otherwise ordered by the engineer, be done at night.

Truck Loads to be Leveled:

To facilitate and make more accurate the measurement of aggregates, filler and other materials that are to be measured in trucks, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

Surface Evenness:

The surface of the finished work shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any raveling of the surfacing occurs or defects or any kind appear, which raveling or defects are due to lack of uniformity in the application of rock, oil or asphalt, or to other faulty workmanship, such defents shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the wearing surface as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

Protection of Structures:

The contractor shall provide whatever protective coverings may be necessary to protect exposed portions of bridges, culverts, guard fences, road signs and other structures from splashing asphalt and he shall remove from such structures any oil, asphalt, dirt or other undesirable matter that may come upon them by reason of his operations.

Provision for Traffic:

The contractor will be required to construct the bituminous macadam wearing surface while the highway is in use by traffic, and neither the closing of the highway, nor the detouring of traffic from the road will be permitted.

To make such an arrangement practicable and to avoid vehicles which use the road coming in contact with freshly applied oil and asphalt, the various operations involved in the performance of the work shall be performed on only one-half of the roadway at one time, the other one-half of the roadway being kept clear and otherwise in condition for use by traffic without any splashing of oil or asphalt. Also, the work shall be so conducted that all portions of roadway that are limited to half-width use at any one time will be confined within a unit of highway not more than six-thousand (6,000) feet in length.

On the unit of highway, not exceeding 6,000 feet in length, within which are located the portions of roadway that are limited to half-width use, traffic may be limited to movement in only one direction at a time, the traffic being flagged through, first in one direction and then, in the other direction, at intervals of time not exceeding fifteen minutes in length.

The State will furnish two flagmen to control traffic at the ends of the unit within which the roadway is being limited to half-width use, and will furnish a pilot car and driver to lead the traffic through the unit. These flagmen and the pilot car and its driver will be furnished by the State only during the regular working hours. After working hours, the flagging and piloting shall be done by the contractor, provided, however, that flagging and piloting will not be required after regular working hours if the contractor will each day leave the work in such condition that it can be travelled over without damage to the work and without danger to traffic, and will provide an adequate system of signs, lights, barricades, etc. The engineer shall be judge as to whether or not these conditions are satisfactorily complied with, and as to whether or not flagging and piloting can be dispensed with after working hours.

The responsibility for the protection of both the work and the traffic will rest solely with the contractor, and he shall be solely liable for all damage and injury that is in any way chargeable to the construction operations or to any circumstance, condition, action or negligence in connection therewith.

The contractor shall furnish whatever warning signs, direction signs, lights, barricades and other facilities as may be necessary for the proper protection of the work and for the proper guidance and safeguarding of traffic.

Organization and Equipment:

Each crew or each outfit engaged in the work to be done under this contract shall be under the continuous supervision of a competent superintendent thoroughly experienced in the class of work involved.

All graders, drags, rollers, oil distributors, and other equipment shall be manned by experienced operators.

The equipment to be used in the bituminous macadam wearing surface work shall include the following:

One steam boiler (minimum 20 H. P.)
One oil heater capable of heating the asphalt to a temperature of at least 400 degrees.

One oil distributor, 1,000 gallon capacity, 9 foot spray bar with extensions, pressure pump, pressure gauge, thermometer and tachometer. The distributor tank to be thoroughly insulated to retain hea . and equipped with steam coil.

One road grader, minimum weight 6,000 pounds, with ten-foot blade.

One scarifier unit or scarifier attachment.

One road grader so constructed as to provide positive adjustment of scarifying depth.

Two motor patrol graders with eight-foot blades.

Suitable power equipment to operate the larger grader and scarifier.

One road maintainer, with tractor, a combination of drag blades, suspended from frame supported on rubber-tired wheels, minimum wheel base sixteen feet.

One ten-ton three-wheel road roller for each 15 cubic yards of aggregate placed per hour.

Such insulated oil tender supply tanks as are necessary to supply the oil at a rate to complete the contract on the specified date.

The list of equipment above indicate simply the minimum requirements, and if additional equipment is needed for a satisfactory fulfillment of the conditions of the specifications, or to insure completion of the work within the specified time limit,

such additional equipment shall be furnished. The engineer shall be the judge as to the suitability and adequacy of the equipment.

All wheeled equipment used on the work, with the exception of road rollers, shall be equipped with rubber tired wheels. Truck type tractors shall be equipped with rubber treads.

Graders having blades that are not held rigidly in position or that "chatter", will not be allowed on the work.

All equipment shall be kept in first-class condition and repair at all times.

Maintenance of Completed Sections:

The contractor shall be responsible for the maintenance of the work performed on each unit of the project for a period of two weeks after the work to be done on the unit has been completed, and for such longer period as may be necessary to correct conditions of excessive "blooding" and to overcome and eliminate such other defects as may develop or make their appearance during the said two weeks period.

At the end of the maintenance period above referred to, the maintenance of the section will be assumed by the State.

MEASUREMENT AND PAYMENT

Limitation of Payment to Bid Items:

The pay items in connection with the work to be performed under this contract shall be as follows:

1. Preparation of Base Macadam.
2. Sprinkling.
3. Placing Mineral Aggregate
4. Hauling Mineral Aggregate
5. Asphalt in place.

Payment for these items at the prices bid shall be understood to comprise full and complete payment for all work hereinbefore specified to be done, and no separate or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce specified results.

The basis of measurement and payment for the various pay items shall be as stated in the following paragraphs.

Preparation of Base Macadam:

The quantity to be paid for at the price bid per mile for "Preparation of Base Macadam" shall be the number of miles, measured to the nearest one-tenth of a mile, of base macadam actually prepared as specified on the particular unit to which the price bid applies.

Sprinkling:

The quantity to be paid for at the price bid per M-gals. of "Sprinkling" shall be the number of thousand gallon units of water furnished, hauled and used in the performance of whatever sprinkling work is performed in accordance with the specifications and in accordance with the orders and instructions of the engineer.

The price bid shall be understood to include the cost of whatever hauling is involved in the delivering of the water to the places at which it is required. Measurement of the water will be made in the sprinkling tanks at the points at which the sprinkling is to begin.

The spraying of water that is required in connection with the distribution of asphalt as specified under the head "Asphalts" will not be considered sprinkling work and will not be paid for as such.

Placing Mineral Aggregate:

The quantity to be paid for at the price bid for "Placing Mineral Aggregate" shall be the number of cubic yards of new broken stone, crushes gravel, screenings and sand actually loaded, hauled and used in the construction of the bituminous macadam wearing surface. It shall include the quantities of new aggregates used in the patching of the base macadam and the quantities used to overcome "blooding" and to correct defects.

Measurement of the broken stone, crushed gravel, screenings and sand, as a basis for determining the pay quantity for this item, will be made in the trucks in which the materials are hauled the measurement to be made at the point of loading. Payment for the hauling of the mineral aggregate will be made at the price bid for "Hauling Mineral Aggregate".

Hauling Mineral Aggregate:

The quantity to be paid for at the price bid for "Hauling Mineral Aggregate" shall be the number of yard miles of hauling work necessarily performed in the transporting of the mineral aggregates (new broken stone, crushed gravel, screenings and sand) from the State's stock piles to the place of their deposit on the road.

The amount of hauling"necessarily performed" shall be understood to be the amount of hauling required to make the theoretically most economical distribution of the materials from the points at which they are available at the time the work is done to the points at which they are required in the work. The expense of any unnecessary hauling that may be done, whether through failure to determine and use the most economical distribution or as a matter of the contractor's own choice, shall be borne by the contractor.

Haul distances shall be measured in half mile units, fractional half-miles being allowed for as full half-miles. Haul volumes shall be determined by measurement of the materials in the trucks at the point of loading.

Asphalt in Place:

The quantity to be paid for at the price bid per ton for "Asphalt in Place" shall be the number of tons of asphalt of the kind specified actually incorporated in bituminous macadam wearing surface in accordance with the specifications. The number of tons shall be computed from volume measurements of the asphalt in the railway cars, or it shall be determined by such other method as, in the opinion of the engineer, is most practicable under the conditions obtaining. Correction shall be made for any asphalt includ-

od in the car measurements that does not actually become incorporated in the wearing surface, whether the same be wasted, lost, sold, burned, rejected, or otherwise disposed of.

In the computation of tonnages from volume measurements, the specific gravity of the asphalt will be used as the basis for the computation, and proper corrections will be made for temperature differences.

PR 67

Nov. 8, 1920.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

In your letter of October 8th relative to Federal Aid Project No. 67, the following statement is made:

> "Where gravel is to be used as a source of material for future projects of this type (referring to bituminous macadam projects), a scalping screen with openings at least twice the diameter of the aggregate should be required."

Knowing that such a requirement will very often entail an extra cost which, according to our observation and experience, is not warranted, we believe that we should be given a chance to be heard on the subject before the requirement is definitely adopted, and we believe, also, that we should be furnished with a statement of the theories, facts, experiences, observations and other considerations that have led you to the conclusion that such a requirement is necessary.

Admittedly, it is desirable to have the crushed gravel for bituminous macadam manufactured from coarse material, but in territories where the gravel is fine, and broken stone is not available at a reasonable cost, it would, in our opinion, be very poor business to insist upon a requirement such as you are proposing. We have constructed some very excellent bituminous macadams of crushed gravel containing as low as fifty per cent (by weight) of particles showing fractured surfaces, and while we are quite willing to abide by a requirement under which every particle must show at least one fractured face, we do not believe a higher requirement to be warranted in cases where it will require the wasting of more than thirty-five or forty per cent of the pit-run material. In other words, we think that the size of the materials available should be taken into consideration in determining the size of the openings in the scalping screen. If openings twice the size of the aggregate can be used without having to

waste more than, say, twenty or twenty-five per cent of the pit-run material, that size of openings might reasonably be specified, but, if not, then the size of opening should be reduced to a size where the amount of waste is within reason, with the limitation that the size of openings in no case be less than, say, one-quarter inch larger than the maximum size of the aggregate.

We hope that after reading the above expression of our opinion in the matter, you will be willing to modify the requirement along the lines we have indicated. If not, then, as the third paragraph of this letter indicates, we think that you should advise us fully as to the observations, considerations, et cetera which substantiate your action. We would not, we are sure, institute a requirement such as has been proposed without some very definite evidence that it is necessary.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EH

4-30
...SIONERS
...VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
...
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
October
16th
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

In regard to the Bureau of Public Roads' attitude with reference to the use of crushed gravel in bituminous macadam construction and with particular reference to their statement in their communication of October 8 in regard to our Federal Aid Project #67 in which they state that "where gravel is to be used as a source of material for future projects of this type, a scalping screen with openings at least twice the diameter of the aggregate should be required."

Please be advised that we have built a number of bituminous macadams using crushed gravel that was not passed over any scalping screen and have had very good results. I would cite as instances, the Myrtle Point - Coquille job and the ~~Umatilla section~~ the spring hill Cogswell Hill, the latter ~~both~~ being a Federal Aid project.

I am of the opinion, however, that we should have between 50 and 75 percent of the material showing fractured surfaces by weight. We have found for the production of 1½" material that this can be done by using a scalping screen having a 2" opening. In other words, a scalping screen having a diameter of 1/3 more than the desired product will give very satisfactory materials. This is quite a difference from using a scalping screen of 200 percent more than the diameter of the required materials which not only increases the cost materially but in some cases is a physical impossibility.

Yours truly,

R H Baldock

R. H. Baldock
Assistant State Highway Engineer

RHB/er

5-30

...ISSIONERS
... P. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
October
16th
1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
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Yours truly,

R. H. Baldock
Assistant State Highway Engineer

RHB/er

c.c. Mr. Klein

October 8, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed are three copies of Modification of Agreement for Oregon Federal Aid Project 67, for signature and return to this office.

We are advised that if the proposed gravel part of material is small, it seems questionable if satisfactory results can be obtained for the specifications, using the one inch scalping screen with 1 1/2" maximum size aggregate. Where gravel is to be used as a source of material for future projects of this type, a scalping screen with openings at least twice the diameter of the aggregate should be required.

The description of the project on Page 2 of the enclosed modification has been written to show the nonparticipating bridge, 0.005 miles in length, as an exception. Will you kindly complete the description by filling in the correct stations for this structure? We do not seem to have this information in our files.

Yours very truly,

W. H. Lynch
District Engineer

By_____
L. J. Caufield
Highway Engineer

Encl.

PR67

Form 39—E-17100—2M—6-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
State Highway Engineer

Date Oct. 23., 1930

Job name Harper-Vale Secrion of Vale Oiling Contract.

Week from Oct. 11 to Oct. 18

Highway Central Oregon.

Mail address Box. 4, Baker, Or.

County Malheur Job prefix 23 BA

Telegraph or telephone address " "

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

All oiling on the Harper-Vale Section of the Vale Oiling Contract discontinued for this year due to prevailing low termperatres, on Thursday October 16th. 1930.

0.72 miles B-2 type surface treatment completed M.P. 258.1 to M.P. 257.38

2.63 miles O-29 type surfact treatment completed M.P. 257.38 to M.P. 254.75 using 2 courses of base.

7.75 miles O-29 type surface treatment completed M.P. 247 to M.P. 254.75.

1.0 miles O-29 type surface treatment complete using 3 courses 1" Base ½" keystone and 1/8" rock dust for seal. M.P. 247 to 246.

Making a total of 12.13 miles or 53% complete. Vale Oiling Project is 91% complete to date. J. C. Compton making arrangements with railroad officials leasing property to construct a sump for storage of 5½ cars of oil.

(See back of this sheet for instructions and detailed information.)

Signed W. M. Stiffler

Title Res. Maint. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR67

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

October 8, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Enclosed are three copies of Modification of Agreement for Oregon Federal Aid Project 67, for signature and return to this office.

We are advised that if the proposed gravel part of material is small, it seems questionable if satisfactory results can be obtained for the specifications, using the one inch scalping screen with 1 1/2" maximum size aggregate. Where gravel is to be used as a source of material for future projects of this type, a scalping screen with openings at least twice the diameter of the aggregate should be required.

The description of the project on Page 2 of the enclosed modification has been written to show the nonparticipating bridge, 0.005 miles in length, as an exception. Will you kindly complete the description by filling in the correct stations for this structure? We do not seem to have this information in our files.

OK
Mon

Yours very truly,

W. H. Lynch
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

#1085
30K

J. A. Dunn, President
Roseburg, Oregon

OREGON POWDER COMPANY

TELEPHONE
PR 67

CLAIMED

August 14, 1930

Oregon Powder Company
Clackamas, Oregon

Attention: J. A. Dunn, President

Gentlemen:

This will acknowledge your letter of the 12th instant in which you request information concerning the contract issued to J. W. & J. R. Hillstrom for the regrading of the Snake River Slides Section of the Old Oregon Trail. The contract was completed and the work accepted on February 10, 1930 and the date of the final estimate was March 31, 1930. The bond furnished by J. W. & J. R. Hillstrom in this instance was written by the Detroit Fidelity & Surety Company, for whom Jewett, Barton & Leavy are agents with offices in the Lewis Building, Portland, Oregon.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaimyer
Chief Clerk

PW

Quotations Subject to Change Without Notice

W. F. HABERLACH, Vice-President
Clackamas, Oregon

OREGON POWDER COMPANY

DISTRIBUTORS

GIANT

EXPLOSIVES

TELEPHONE
Oregon City 940

CLACKAMAS, OREGON,

August 12, 1930

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:-

Inasmuch as we have not received final payment for explosives furnished to J. W. & J. R. Hilstrom on the Snake River Slides contract on the Oregon Trail, we would appreciate your supplying us with the following information:

1. Date contract was completed and work accepted by the Highway Commission.
2. Date final estimate was ~~paid~~. March 31, 1930.
3. Name of bonding company.

Your early compliance to this request will be greatly appreciated.

Yours truly,

OREGON POWDER COMPANY

By J. A. Dunn.

JAD FB

1 1930

FORM S-M-1 S 10699 3000 5-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 67

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

July 2, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

Herewith please find Price Agreement #4 +5 pertaining to the disposition of oil left on hand by the contractor on the Vale Oiling Project; and Price Agreements #6, 7 and 8 providing for certain changes in the Vale Oiling Project between the Snake River slides and Vale.

Price Agreements # 7 and #8 are an addition to the contract to cover certain spots which M r. Baldock considered needed re-oiling. Price Agreement #6 is to cover the change of certain small sections from road mix to surface treatment, as it was felt that a more uniform appearance could be secured by making these short stretches of the same specification as the adjacent sections.

Very truly yours,

H. G. Smith

Division Engineer.

HGS:OW
Encls.

PR-67

August 4, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Snake River Slides-Weiser Junction Unit of the Baker County Line-Weiser Section, Project 67.

For your convenience in checking the estimate, the following are our computations of the lengths of the different portions involved of the project:

Roadway	Original Length	Revised Length
Sta. 0+00 to Sta. 254+55.0	25,701.9 ft. 4.868 Mi.	25,701.9 ft. 4.868 Mi.
Sta. 254+55 to Sta. 686+56.0	42,296.0 ft. 8.010 Mi.	42,296.0 ft. 8.010 Mi.
Sta. 686+56.0 to Sta. 827+00	14,044.0 ft. 2.660 Mi.	14,033.5 ft. 2.658 Mi.
Total length of Roadway	82,041.9 ft. 15.538 Mi.	82,031.4 ft. 15.536 Mi.
Total length of reopened roadway	56,340.0 ft. 10.670 Mi.	56,329.5 ft. 10.668 Mi.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Nash,
Asst. Office Engr.

JWN:KH
encl.

Oregon State Highway Department — Project No. 67 (Roop)

[illegible] RIVER PLOOD-[illegible] JUNCTION WEST

OF THE BENTON COUNTY LINE-[illegible] CITY OF [illegible]

AND CREEK ROAD IN BENTON COUNTY

(Estimate as basis for modified agreement. Based on low bid prices for regrading, resurfacing and bituminous macadam aggregate and estimates of costs for constructing bituminous macadam wearing surface)

Salem, Oregon, August 4, 1930.

COMPLETED WORK AS STAKED BY FEDERAL ENGINEER

Final Cost of Roadway	$63,772.60
Engineering and Contingencies	4,698.64
Total cost of completed work	68,350.64
Total cost on which Federal Aid was computed	67,881.24
Federal Aid paid on Roadway (Fiscal Year 1922 & 1923)	41,506.48
Length of Roadway (gross)	15.543 Miles
Length of 1 Bridge, 30 feet	.005 " (non-participating)
Length of Roadway (excluding Br.)	15.538 "
Cost per mile	$4,433.85
Federal Aid per mile	$2,671.23

[illegible] ROAD-[illegible], [illegible] RIVER FLOOD (Sta. 254+35 TO [illegible] Sta. 626+56.0)

All Required	Clearing and Grubbing	Low Bid		80.00
1,900 cub yds.	Common Excavation	$0.35	"	665.00
2,600 cub yds.	Intermediate Excavation	0.70	"	1,820.00
1,700 cub yds.	Solid Rock Excavation	1.00	"	1,700.00
11,190 cub yds.	Excavation, Haul Classification	0.35	"	4,025.00
8,850 yds sta.	Overhaul	0.05	"	442.50
4,700 cub yds.	Truck Haul	0.20	"	940.00
150 lin ft.	12" Conc. Galv. Iron Pipe	1.50	"	225.00
50 lin ft.	18" " " " "	4.00	"	200.00
54 lin ft.	24" " " " "	6.00	"	324.00
20 lin ft.	36" " " " "	7.00	"	140.00
12,800 cub yds.	Base Course Resurfacing	1.10	"	14,080.00
4,000 cub yds.	Top Course Resurfacing	1.15	"	4,600.00
3,200 cub yds.	Rock Shoulders	0.50	"	1,600.00
2,000 cub yds.	Earth Filler	0.25	"	500.00
42,000 yds. mi.	Hauling Broken Stone (Truck Measure)	0.17	"	7,140.00
10,000 yds. mi.	Hauling Shoulder Rock Material	0.17	"	1,700.00
5,000 yds. mi.	Filler Haul	0.17	"	850.00
				$40,736.50

Bituminous Macadam Aggregate

1,600 cu.yds.	Grade "A" Materials in Stock Pile	1.20	$1,920.00
1,280 cu. yds.	Grade "AB" Materials in Stock Pile	1.15	1,472.00
3,840 cu. yds.	Grade "D" Materials in Stock Pile	1.10	4,224.00
280 cu. yds.	Sand	- -	- -
10,500 yd. mi.	Hauling Broken Stone (Pile Measure)	0.17	1,785.00
			9,401.00

Constructing Bituminous Wearing Surface, Type B-6

8 miles	Preparation of Base Macadam	50.00 est.	400.00
160 M-Gals.	Sprinkling	2.50	400.00
7,000 cu. yds.	Placing Mineral Aggregate	1.50	10,500.00
15,650 yd. mi.	Hauling Mineral Aggregate	0.25	3,912.50
470 tons	Asphalt in Place	30.60	14,382.00
1,600 cu. yds.	Gravel Shoulders	0.50	800.00
			$30,394.50

NEW WORK, ROADWAY (SNAKE RIVER SLIDES-WEISER S-UR) (STA. 686+56 TO STA. 827+00)

Regrading and Resurfacing

All Required	Clearing and Grubbing	low bid		66.45
14,000 cu. yds.	Excavation, Single Classification	0.21	"	2,940.00
7,000 yd. sta.	Overhaul	0.04	"	280.00
1,050 yd. mi.	Truck Haul	0.25	"	262.50
20 cu. yds.	Class "A" Concrete	27.50	"	550.00
120 lin. ft.	Salvage and Reinstall. Culv. Pipe	0.75	"	90.00
80 lin. ft.	18" Concrete Siphon Pipe	2.30	"	184.00
90 lin. ft.	12" Corr. Galv. Iron Pipe	1.15	"	103.50
60 lin. ft.	18" Corr. Galv. Iron Pipe	2.20	"	132.00
20 lin. ft.	24" Corr. Galv. Iron Pipe	2.90	"	58.00
30 lin. ft.	36" Corr. Galv. Iron Pipe	6.00	"	180.00
110 lin. ft.	12" Corr. Galv. Iron Siphon Pipe	2.00	"	220.00
20 lin. ft.	18" Corr. Galv. Iron Siphon Pipe	3.25	"	65.00
5,200 cu. yds.	Sub-base Course Surfacing	1.51	"	7,852.00
2,600 cu. yds.	Base Course Surfacing	1.51	"	3,926.00
1,300 cu. yds.	Gravel Shoulders	0.65	"	845.00
1,600 cu. yds.	Salv. Surfacing Materials	0.35	"	560.00
1,600 cu. yds.	Placing Salv. Surfacing Materials	0.50	"	800.00
1,000 cu. yds.	Earth Filler	0.28	"	280.00
180 M-Gals.	Sprinkling	2.25	"	405.00
2,100 yd. mi.	Hauling Salv. Surf. Matls.	0.16	"	336.00
3,900 yd. mi.	Hauling Shoulder Materials	0.16	"	624.00
1,800 yd. mi.	Filler Haul	0.18		324.00
				$21,083.45

Bituminous Macadam Aggregate

520 cu. yds.	Grade "A" Materials in Stock Pile	0.94	"	488.80
360 cu. yds.	Grade "B" Materials in Stock Pile	0.94	"	338.40
1,200 cu. yds.	Grade "C" Materials in Stock Pile	0.94	"	1,128.00

5,100 yds. mi.	Hauling Crushed Gravel (Pile Meas.)	$0.18	low bid	$888.00
80 cu. yds.	Sand	--		--
				$2,313.20

Constructing Bituminous Macadam Wearing Surfacing, Type-B

2.6 Miles	Preparation of Base Macadam	150.00	est. 390.00
65 M-Gals.	Sprinkling	3.00	195.00
2,170 cu. yds.	Placing Mineral Aggregate	1.40	3,038.00
3,800 yds. mi.	Hauling Mineral Aggregate	0.30	1,140.00
140 tons	Asphalt in place	30.00	4,200.00
			$ 8,963.00

Sub-total $113,091.68

10% Engr. and Cont. 11,309.18

$124,400.81

Original length of Reopened Portion 10.670 Miles
Revised Length of Reopened Portion 10.668 Miles

Original Length of Project (excluding 1 bridge) 15.538 Miles
Revised length of Project (excluding 1 bridge) 15.536 Miles

Cost per mile, new work $11,661.11

Adjusted Fed. Aid per mile, reopened portion $\frac{10.670}{10.668}$ x $2,671.28= $2,671.78

Federal Aid allowable on new work.

$\frac{24,454.89 - 2,671.78}{24,454.89}$ = .890745 deficiency

.8907 45 x 18,669 = $16,629.31 F. A. per mile allowable on new work

Total F. A. allowable on Reopened portion, 10.668 x 16,629.31 = $177,401.47

Federal Aid Requested, 62.23% of $124,400.81 = $77,414.62

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Reopened Portion:				
Roadway (new work)	$124,400.81	$77,414.62	$46,986.19	10.668
Roadway (old work)	47,306.07	28,502.65	18,803.42	10.670
	$171,706.88	$105,917.27	$65,789.61	

Non-Recognized Portion:

Roadway	$21,562.57	$13,008.83	$8,578.74	4.8[illegible]
1 Bridge (non-part.)	--	--	--	.006
Totals (All Work)	$193,289.45	$118,921.10	$74,368.35	15.841

State Funds for Construction, Chapter 175, Laws of 1917, Chapter 31, Laws of 1920.
State Funds for Maintenance, Chapter 41, Laws of 1927.

PR 67

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

July 28, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

RECEIVED
JUL 29 1930
PUBLIC ROADS

Dear Sir:-

Documents covering the reopening of Oregon Federal Aid Project No. 67 for grade widening and bituminous macadam surfacing between 686+56 and 827+00 were forwarded on July 26th with our recommendation for approval. Drawing of the agreement will be deferred until receipt of a revised estimate covering all the reopened portion of this project, and all extended at contract prices except for the bituminous surfacing.

We are unable to check exactly the lengths given in the preliminary estimate for this project. We figure the length of the first reopening to be 8.001 miles, and the length of the reopening discussed hereunder to be 2.657 miles. Total reopened length-- 10.658 miles instead of 10.643, as shown in the estimate. Will you please advise further concerning the length.

Very truly yours,

W. H. LYNCH
District Engineer.

Date Contract July 29

Fox

PR67

PR67

July 18, 1950.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Snake River Hilden-Weiser Junction Unit of the Baker County Line-Weiser Section, Project No. 67. This estimate is submitted to accompany the plans which were sent to you yesterday.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.

encl.

July 25, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of Sheets No. 2 and No. 3 of the estimate for the Snake River Alder-Weiser Junction Section, Project No. 67. These are revised sheets and we wish to request that they be substituted in the copies of the estimate which were previously submitted. We are also enclosing five sets of special provisions covering the construction of bituminous macadam wearing surface, the estimated cost of which has been included in the revised estimate.

Under separate cover we are sending five blueprint copies of Sheet No. 2 of the plans which has also been revised and are to be substituted in the plans which were previously sent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/er.
encl.

Oregon State Highway Department — Project No. 67 (Reopened)

SNAKE RIVER SLIDE-BROWNLEE JUNCTION UNIT

OF THE BAKER COUNTY LINE-BROWNLEE SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate with plans. Not as basis for modified agreement.)

Salem, Oregon, July 17, 1930.

Completed work as shown by Final Voucher

Final Cost of Roadway	$83,000.80
Engineering and Contingencies	4,804.04
Total Cost of Completed Work	$88,804.84
Total Cost on which Federal Aid was computed	$87,891.24
Federal Aid paid on Roadway (Fiscal year 1931 and 1932)	$41,506.42

Length of Road (gross) 15.542 miles
" " 1 Bridge, 30 ft. .005 " (non-participating)
" " Roadway (excluding bridge) 15.537 miles.
Cost per mile $4,455.84
Federal Aid paid per mile $2,671.46

New York - Roadway (Sta. 234+55 to Sta. 836+56.0) (Snake River Slide)

All Required	Clearing and Grubbing		30.00
1,900 cu. yds.	Common Excavation	$ 0.35	665.00
2,300 cu. yds.	Intermediate Excavation	0.70	1,630.00
1,700 cu. yds.	Solid Rock Excavation	1.00	1,700.00
11,500 cu. yds.	Excavation, Single Classification	0.35	4,025.00
8,250 yd. stn.	Overhaul	0.05	412.50
4,700 cu. yds.	Truck Haul	0.20	940.00
100 lin. ft.	12" Corr. Galv. Iron Pipe	2.50	250.00
50 lin. ft.	18" " " " "	4.00	200.00
84 lin. ft.	24" " " " "	6.00	504.00
20 lin. ft.	30" " " " "	7.00	140.00
12,800 cu. yds.	Base Course Resurfacing	1.10	14,080.00
4,000 cu. yds.	Top Course Resurfacing	1.15	4,600.00
3,2 yds.	Rock Shoulders	0.50	1,600.00
2,1 cu. yds.	Earth Filler	0.25	800.00
42,(yd. mi.	Hauling Broken Stone (Truck Measure)	0.17	7,140.00
10,0 yd. mi.	Hauling Shoulder Rock Material	0.17	1,700.00
5,000 yd. mi.	Filler Haul	0.17	850.00
			$40,736.50

Bituminous Macadam Aggregate

1,650 cu. yds.	Grade "A" Materials in Stock Pile	$1.20	$1,980.00
1,280 cu. yds.	Grade "AB" Materials in Stock Pile	1.15	1,472.00
3,840 cu. yds.	Grade "B" Materials in Stock Pile	1.10	4,224.00
280 cu. yds.	Sand	- -	- -
10,500 yd. mi.	Hauling Broken Stone (Pile Measure)	0.17	1,785.00
			$ 9,461.00

Constructing Bituminous Wearing Surfacing, Type B-6

8 Miles	Preparation of Base Macadam	50.00	400.00
160 M-Gal.	Sprinkling	2.50	400.00
7,000 cu. yds.	Placing Mineral Aggregate	1.50	10,500.00
15,650 yd. mi.	Hauling Mineral Aggregate	0.25	3,913.00
470 tons	Asphalt in Place	30.00	14,100.00
1,600 cu. yds.	Gravel Shoulders	0.50	800.00
			$ 30,113.00

New Work - Roadway (Sta. 686+56 to Sta. 827+00

All Required	Clearing and Grubbing		50.00
14,000 cu. yds.	Excavation, Single Classification	0.30	4,200.00
7,000 yd. sta.	Overhaul	0.04	280.00
1,050 yd. mi.	Truck Haul	0.20	210.00
20 cu. yds.	Class "A" Concrete	30.00	600.00
120 lin. ft.	Salvage and Reinstall Culvert Pipe	1.00	120.00
80 lin. ft.	18" Concrete Siphon Pipe	3.00	240.00
90 lin. ft.	18" Corr. Galv. Iron Pipe	2.00	180.00
60 lin. ft.	18" Corr. Galv. Iron Pipe	2.50	150.00
20 lin. ft.	24" Corr. Galv. Iron Pipe	3.00	60.00
30 lin. ft.	36" Corr. Galv. Iron Pipe	6.00	180.00
110 lin. ft.	18" Corr. Galv. Iron Siphon Pipe	2.50	275.00
20 lin. ft.	18" Corr. Galv. Iron Siphon Pipe	3.00	60.00
5,300 cu. yds.	Sub-base Course Resurfacing	1.40	7,420.00
2,400 cu. yds.	Base Course Resurfacing	1.40	3,360.00
1,300 cu. yds.	Gravel Shoulders	0.40	520.00
1,600 cu. yds.	Salv. Surfacing Materials	0.50	800.00
1,600 cu. yds.	Placing Salv. Surf. Materials	0.50	800.00
1,000 cu. yds.	Earth Filler	0.30	300.00
180 M-Gals.	Sprinkling	3.00	540.00
2,100 yd. mi.	Hauling Salv. Surfacing Materials	0.20	420.00
3,900 yd. mi.	Hauling Shoulder Materials	0.20	780.00
1,800 yd. mi.	Filler Haul	0.20	360.00
			$ 22,045.00

Bituminous Macadam Aggregate

520 cu. yds.	Grade "A" Materials in Stock Pile	1.10	$ 572.00
840 cu. yds.	Grade "B" Materials in Stock Pile	1.10	924.00

1,800 cu. yds.	Grade "C" Materials in Stock Pile	1.10	$1,980.00
5,100 yd. mi.	Hauling Crushed Gravel (Pile Measure)	0.30	630.00
[illegible] cu. yds.	Sand	[illegible]	[illegible]
			$ 2,988.00

Constructing Bituminous Macadam Wearing Surface - Type B-2

2.6 miles	Preparation of Base Macadam	150.00	390.00
65 M-Gals.	Sprinkling	3.00	195.00
2,170 cu. yds.	Placing Mineral Aggregate	1.40	3,038.00
3,800 yd. mi.	Hauling Mineral Aggregate	0.30	1,140.00
140 tons	Asphalt in Place	30.00	4,200.00
			$ 8,963.00

Sub-total	$ 114,448.00
10% Engr. & Cont.	11,444.80
Total	$ 125,892.80

Original length of reopened portion 10.648 miles
Revised length of reopened portion 10.648 miles

Original length of project (excluding 1 bridge) 15.837 miles
Revised length of project (excluding 1 bridge) 15.816 miles

Cost per mile, new work - - - - - - - - - - - $11,823.14

Adjusted Federal Aid paid per mile, reopened portion $\frac{10.668}{10.648}$ x $2,871.46=$2,876.72

Federal Aid per mile allowable on new work:

$\frac{24,454.68 - \$2,876.72}{24,454.68}$ = .882343 deficiency

.882343 x $18,666.00 = $16,625.54

Total F. A. allowable $177,060.74

Federal Aid requested, 68.23% of $125,892.80 = $78,345.08

SUMMARY

Item	Total Cost	Federal Aid	State Fund	Length
Reopened portion				
Roadway (new work)	$125,892.80	$78,345.08 (68.23%)	$47,548.72	10.648
Roadway (old work)	47,304.08	28,501.81	18,802.27	10.649
	$173,197.40	$106,844.89	$66,352.99	

Non-Reserved Portion				
Roadway	$ 21,[illegible]	$18,[illegible]	$8,579.19	4.0[illegible]
1 Bridge (non-part.)	[illegible]	[illegible]	[illegible]	.00[illegible]
Totals (All work)	$194,761.36	$119,[illegible]	$ 74,[illegible]	15.0[illegible]

[illegible]

Federal Aid Project No.[illegible]

[illegible]

SPECIFICATION OF WORK.

The existing unsurfaced portion shall be shaped to a uniform grade [illegible] as shown on the plans and free from all [illegible]. The shaping shall be accomplished by the use of [illegible] machine graders, scraping but into [illegible] piles, or [illegible] by hauling, [illegible] any areas of the roadway be so rough [illegible] that they will remove the pot holes [illegible] before work is started. The [illegible] shall be scarified and plowed, and the surface [illegible] to dust by spreading, rolling, dragging and [illegible]. Wherever low [illegible] clay, objectionable [illegible] grass, or [illegible] which cannot be [illegible] and [illegible] them cleaned out in [illegible] and [illegible] by [illegible] or [illegible] to prevent [illegible] and [illegible] areas. Shaping shall be performed during [illegible] as may be necessary by the Engineer.

[illegible] usually deep holes or other [illegible] [illegible] are [illegible] that the contract [illegible] as long as they [illegible] the [illegible] shall be measured in [illegible] tons. [illegible] and [illegible] shall be [illegible] by weight. All small patches [illegible] shall be paid with a [illegible]

[illegible] the shoulders [illegible] the [illegible] the entire width [illegible] roadway, [illegible] by [illegible] or [illegible] drag [illegible] machine.

[illegible] shall be [illegible] in the manner [illegible] [illegible] shall be [illegible] and [illegible] [illegible] [illegible]

SPECIFICATIONS FOR

BITUMINOUS MACADAM WEARING SURFACE

To be constructed on

The Snake River Slides-Weiser Junction Section

Federal Aid Project No. 67

- -

PREPARATION OF BASE

The existing macadam surface shall be shaped to a uniform grade and cross-section as shown on the plans and free from all irregularities. The shaping shall be accomplished by the use of a heavy road grader, weighing not less than 6,000 pounds, equipped with a scarifier. Should any section of the roadway be so rough and pitted that the ordinary shaping will not remove the pot holes, the surface shall be lightly scarified and bladed, and the surfacing materials shall be reset by sprinkling, blading, dragging and rolling. Following the blading, adjustable road drags, suspended from wheel mounted frames not less than sixteen feet in length, shall be used in such manner as to remove all unevenness and compact the surface material. Sprinkling shall be performed during this operation if considered necessary by the engineer.

Should there be any exceptionally deep holes or other malformations from the true cross-section and grade that the contractor has not removed by the blade and drag as above described, the contractor will be required to patch these holes with a mix of hot asphalt and rock by the penetration method, using approximately 4% of asphalt to the amount of rock by weight. All small patches shall be hand tamped while the larger patches shall be rolled with a heavy roller.

As a part of the preparation of the base macadam, the contractor will be required to blade the entire width of the roadway, including earth shoulders, to uniform crown smooth surface.

After the base macadam has been worked over in the manner outlined above, all loose material shall be bladed off and the surface swept to the width shown on the plans for the total width of the wearing surface, such sweeping to be done by the use of a power broom of an approved type, the sweeping to be continued until all dust and dirt has been removed, giving the road surface a mosaic appearance, all stone being locked and keyed and well bound and free from dirt and dust. Hand push-brooms shall be used to clean any omissions of the power broom.

CONSTRUCTION OF WEARING SURFACE

Materials:

The materials to be used in the construction of the wearing surface shall be broken stone or crushed gravel of the kind hereinafter specified under the head "Mineral Aggregate", and asphalt of the kind hereinafter specified under the head "Asphalt".

The broken stone or crushed gravel shall hereinafter be referred to as "Mineral Aggregate", and it shall be of three sizes, which sizes will be designated as 1½" - 1" aggregate, 1" - ½" aggregate, and ½" - 1/8" aggregate. The size and grading of each of these sizes shall be as specified under the head "Mineral Aggregates".

Wearing Surface to be Constructed in Courses or Lifts:

The wearing surface shall be constructed in two courses or "lifts".

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam construction shall consist of an application of asphalt (the manner of application to be specified under the head "Asphalt", followed by an application of 1½" - 1" aggregate. The aggregate shall be applied at a rate of approximately 0.021 cubic yards per square yard. The aggregate shall be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear. The asphalt shall be applied at a rate of approximately 0.20 gallon per square yard.

The first lift shall be lightly rolled with a power roller.

Second or Top Lift of Bituminous Macadam:

The second or top lift of the bituminous macadam wearing surface shall be constructed in the same manner as the first lift, except that the asphalt shall be applied at a rate of three-tenths (0.3) gallon per square yard, and the lift shall be rolled until thoroughly compacted.

Keying of Top Lift:

On the top lift of the bituminous macadam, asphalt shall be applied at a rate of approximately three-tenths (0.3) gallon per square yard. This shall be followed immediately by an application of 1" - ½" aggregate, the aggregate being spread uniformly over the surface at a rate of approximately 0.0125 cubic yards per square yard, the spreading being followed by brooming and rolling. Additional aggregate shall be added by hand to cover any bare of thin spots that may appear.

Application of First Course of Seal Coat:

After the keying and rolling of the top lift has been satisfactorily completed, an application of asphalt shall be made at a rate of approximately one-quarter (0.25) gallon per square yard, and that application shall be followed by an application of ½" - 1/8" aggregate, the aggregate being spread uniformly over the surface at a rate of approximately 0.009 cubic yards per square yard.

The surface shall then be bladed, rolled and brushed until the aggregate is absorbed and the surface is well compacted. Additional aggregates shall be added as required to thoroughly seal the surface.

Application of Second Course of Seal Coat:

After the first course of the seal coat is completed as above specified, the wearing surface shall be subjected to traffic for a period of about two weeks. The surface shall then be swept clean of loose stone and dust, after which, asphalt shall be applied at a rate of one-fifth (1/5) gallon per square yard. This application shall be followed immediately by ½ inch aggregate spread at a rate of 0.009 cubic yard per square yard, and by sand (or screenings below one-eighth inch in size) spread at a rate of 0.003 cubic yard per square yard.

The surface shall then be thoroughly rolled, the fine aggregate being swept about on the surface while the rolling is in progress. The rolling and sweeping shall continue until the asphalt has hardened and will absorb no more of the aggregate.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the center line of the roadway, and shall overlap each preceding track) and cover the entire surface as many times as is necessary to thoroughly consolidate the stone. At lease one roller shall be provided for each 15 cubic yards per hour of aggregate spread.

MINERAL AGGREGATES

Kind and Quality:

The mineral aggregate shall be clean, hard and durable broken stone or crushed gravel, which when subjected to the standard abrasion test, will show an abrasive loss not exceeding four (4) percent.

If crushed gravel is used, at least fifty percent, by weight, of each size of material, shall consist of fragments or particles showing surfaces fractured in the crushing operation.

Sizes of Aggregates:

The aggregates shall be of three sizes which sizes will be referred to as 1½" - 1" aggregate, 1" - ½" aggregate, and ½" - 1/8 " aggregate. The size of each size of aggregate shall be as follows:

1½" - 1" aggregate shall all pass a screen having one and one-half (1½) inch circular openings and shall all be retained on a screen having one (1) inch circular openings.

1" - ½" aggregate shall all pass a screen having one (1) inch circular openings and shall all be retained on a screen having one-half (½) inch circular openings.

½" - 1/8" aggregate shall all pass a screen having one-half (½) circular openings, and shall all be retained on a screen having one-eighth (1/8) inch square openings.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will give a uniform spread over a width of nine feet.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

A S P H A L T

Specifications for Asphalt:

The asphalt to be furnished and used under this contract shall be made from an asphaltic base oil. It shall not have been distilled at a temperature high enough to injure by burning or high enough to produce flocks of carbonaceous matter. If shall be homogeneous and free from water, and it shall conform with the following requirements.

1. Penetration at 25 degrees C. (77 degrees F.), 100 g., 5 sec., shall be between 130 and 150 degrees, Dow, or between 150 and 250 degrees, Dow, as the engineer may order.

2. The flash point (Pensky-Martin closed cup test) shall not be less than 400 degrees F.

3. Loss on heating at 163 degrees C. (325) degrees F.), 50 g., 5 hrs. shall not exceed two (2) percent. The penetration at 25 degrees C. (77 degrees F.) 100 g., 5 sec., of the residue after heating at 163 degrees C., (325 degrees F.), shall not be less than 60 percent of the original penetration.

4. The ductility at 25 degrees C. (77 degrees F.) shall be not less than 30 cm.

5. The proportion of butimen soluble in carbon tetrachloride shall be not less than 99 percent.

The properties enumerated in these specifications shall be determined in accordance with the following methods of test as prescribed by the American Society for Testing Materials:

1. Penetration: Standard method of test for penetration of bituminous materials (Serial designation D5).

2. Flash Point. Standard method of test for flash and fire points by means of open cup (Serial designation D92).

3. Loss on Heating: Standard method test for loss on heating oil and asphaltic compounds (Serial designation D6).

4. Ductility: Tentative method of test for ductility of bituminous materials (Serial designation D113-26T).

5. Proportion of bitumen soluble in tetrachloride: Standard method of test for determination of proportion of bitumen soluble in carbon tetrachloride (Series designation D165).

Manner and Method of Application of Asphalt:

The asphalt shall, at the time it is spread, have a temperature of approximately 400 degrees F. Asphalt that has been overheated or "burned" shall not be used in the work.

In general, it will be the policy of the State not to permit the application of any asphalt or oil when the atmospheric temperature is less than 80 degrees F., and. if it is necessary, in order to secure the best results, the engineer may require the contractor to delay the application of the asphalt or oil until ten o'clock each morning. However, the contractor will be permitted to carry his operations through the day until eight hours of actual work has been performed in the application of asphalt or oil, provided no asphalt or oil shall be placed which cannot be cared for before the hours of darkness.

The asphalt shall be spread by means of a pressure distributor which will satisfactorily make the distributions required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of asphalt over a width equal to one-half of the width specified for the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tachometer to determine the speed so that the rate of spread of asphalt can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of asphalt at the junction of two applications, the distribution shall be promptly stopped when the flow of asphalt begins to thin just before the tank is empty. Each time that the application of asphalt from the distributor is commenced, building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of asphalt shall not vary from the rates specified by the engineer by more than ten per cent, and, if, in the application of the asphalt, any spots are missed, asphalt shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

To increase the flowing and penetrating action of the asphalt, a soap-water solution shall, with each spread of asphalt, be sprayed onto the road surface a few inches ahead of the spray of asphalt. The spraying of this soap-water solution shall be accomplished by means of a suitable pressure tank and spray bar mounted on the asphalt or oil distributor, a constant air pressure of ten pounds per square inch being maintained in the tank. The amount of soap-water solution to be sprayed on shall be approximately ten (10) percent (volume measurement) of the amount of asphalt, and the percentage of soap in the soap-water solution shall be not less than one percent of the amount of the solution.

MISCELLANEOUS PROVISIONS

Aggregates to be Furnished by State:

The mineral aggregates required in connection with the work to be done under this contract are to be furnished by the State in stock piles located at various points in the vicinity of the work.

No charge will be made to the contractor for such of the State's materials as are used in the work, but it is understood that the expense of loading the materials into the hauling trucks will be borne by the contractor.

In taking the aggregates from the stock piles, the contractor shall avoid the use of any means or methods that will tend to scatter the materials or cause them to become mixed with dirt and other foreign matter. He shall endeavor to salvage from each pile as nearly all of the materials the pile contains as is practicable, or, in the cases of piles where the entire contents are not required, to take the materials the full depth of the pile as far as needed, and to leave the remainder undisturbed and in good condition for future use. The picking up of dirt with the materials must be carefully avoided as aggregate containing dirty or other foreign matter cannot be used in the work.

The contractor will be charged for any materials that he may waste or that he may use without the authority of the specifications or of the engineer.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than ten tons each. In general, the rollers shall begin at the edges of the roadway, overlapping the shoulder one-half the width of the rear wheel, and shall progress toward the center, parallel with the centerline of the roadway, overlapping each preceding track and covering the entire surface as many times as is necessary to produce the desired result.

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings or other new aggregates.

Sprinkling:

The sprinkling work called for by the foregoing specifications and such other sprinkling work as may be considered necessary by the engineer, shall be performed with water tanks equipped with spray bars nine feet in length having orifices so spaced and so adjusted as to give a uniform distribution of water throughout the entire length of the bar. The rate of distribution of water shall, in each case, be as the engineer orders.

The sprinkling work shall, unless otherwise ordered by the engineer, be done at night.

Truck Loads to be Leveled:

To facilitate and make more accurate the measurement of aggregates, filler and other materials that are to be measured in trucks, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

Surface Evenness:

The surface of the finished work shall be free from humps, hollows, roughness and irregularities of all kinds, and shall not vary more than one-quarter of one inch from the true surface when tested with a straight edge or template ten feet in length.

Correction of Defects:

If, during the construction of the surfacing, or within two weeks of the completion thereof, any raveling of the surfacing occurs or defects or any kind appear, which raveling or defects are due to lack of uniformity in the application of rock, oil or asphalt, or to other faulty workmanship, such defents shall be corrected to the satisfaction of the engineer.

Trimming of Shoulders:

Following the construction of the wearing surface as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

No Work During Damp Weather:

All of the work to be done under this contract must be done during dry weather, with dry materials, and while the macadam base and all other parts of the work that are being worked upon are dry and in otherwise satisfactory condition. Work during wet weather or under other conditions not conducive to best results will not be permitted.

Protection of Structures:

The contractor shall provide whatever protective coverings may be necessary to protect exposed portions of bridges, culverts, guard fences, road signs and other structures from sphashing asphalt and he shall remove from such structures any oil, asphalt, dirt or other undesirable matter that may come upon them by reason of his operations.

Provision for Traffic:

The contractor will be required to construct the bituminous macadam wearing surface while the highway is in use by traffic, and neither the closing of the highway, nor the detouring of traffic from the road will be permitted.

To make such an arrangement practicable and to avoid vehicles which use the road coming in contact with freshly applied oil and asphalt, the various operations involved in the performance of the work shall be performed on only one-half of the roadway at one time, the other one-half of the roadway being kept clear and otherwise in condition for use by traffic without any splashing of oil or asphalt. Also, the work shall be so conducted that all portions of roadway that are limited to half-width use at any one time will be confined within a unit of highway not more than six-thousand (6,000) feet in length.

On the unit of highway, not exceeding 6,000 feet in length, within which are located the portions of roadway that are limited to half-width use, traffic may be limited to movement in only one direction at a time, the traffic being flagged through, first in one direction and then, in the other direction, at intervals of time not exceeding fifteen minutes in length.

The State will furnish two flagmen to control traffic at the ends of the unit within which the roadway is being limited to half-width use, and will furnish a pilot car and driver to lead the traffic through the unit. These flagmen and the pilot car and its driver will be furnished by the State only during the regular working hours. After working hours, the flagging and piloting shall be done by the contractor, provided, however, that flagging and piloting will not be required after regular working hours if the contractor will each day leave the work in such condition that it can be travelled over without damage to the work and without danger to traffic, and will provide an adequate system of signs, lights, barricades, etc. The engineer shall be judge as to whether or not these conditions are satisfactorily complied with, and as to whether or not flagging and piloting can be dispensed with after working hours.

The responsibility for the protection of both the work and the traffic will rest solely with the contractor, and he shall be solely liable for all damage and injury that is in any way chargeable to the construction operations or to any circumstance, condition, action or negligence in connection therewith.

The contractor shall furnish whatever warning signs, direction signs, lights, barricades and other facilities as may be necessary for the proper protection of the work and for the proper guidance and safeguarding of traffic.

Organization and Equipment:

Each crew or each outfit engaged in the work to be done under this contract shall be under the continuous supervision of a competent superintendent thoroughly experienced in the class of work involved.

All graders, drags, rollers, oil distributors, and other equipment shall be manned by experienced operators.

The equipment to be used in the bituminous macadam wearing surface work shall include the following:

One steam boiler (minimum 20 H. P.)
One oil heater capable of heating the asphalt to a temperature of at least 400 degrees.

One oil distributor, 1,000 gallon capacity, 9 foot spray bar with extensions, pressure pump, pressure gauge, thermometer and tachometer. The distributor tank to be thoroughly insulated to retain hea . and equipped with steam coil.

One road grader, minimum weight 6,000 pounds, with ten-foot blade.

One scarifier unit or scarifier attachment.

One road grader so constructed as to provide positive adjustment of scarifying depth.

Two motor patrol graders with eight-foot blades.

Suitable power equipment to operate the larger grader and scarifier.

One road maintainer, with tractor, a combination of drag blades, suspended from frame supported on rubber-tired wheels, minimum wheel base sixteen feet.

One ton-ton three-wheel road roller for each 15 cubic yards of aggregate placed per hour.

Such insulated oil tender supply tanks as are necessary to supply the oil at a rate to complete the contract on the specified date.

The list of equipment above indicate simply the minimum requirements, and if additional equipment is needed for a satisfactory fulfillment of the conditions of the specifications, or to insure completion of the work within the specified time limit,

such additional equipment shall be furnished. The engineer shall be the judge as to the suitability and adequacy of the equipment.

All wheeled equipment used on the work, with the exception of road rollers, shall be equipped with rubber tired wheels. Truck type tractors shall be equipped with rubber treads.

Graders having blades that are not held rigidly in position or that "chatter", will not be allowed on the work.

All equipment shall be kept in first-class condition and repair at all times.

Maintenance of Completed Sections:

The contractor shall be responsible for the maintenance of the work performed on each unit of the project for a period of two weeks after the work to be done on the unit has been completed, and for such longer period as may be necessary to correct conditions of excessive "blooding" and to overcome and eliminate such other defects as may develop or make their appearance during the said two weeks period.

At the end of the maintenance period above referred to, the maintenance of the section will be assumed by the State.

MEASUREMENT AND PAYMENT

Limitation of Payment to Bid Items:

The pay items in connection with the work to be performed under this contract shall be as follows:

1. Preparation of Base Macadam.
2. Sprinkling.
3. Placing Mineral Aggregate
4. Hauling Mineral Aggregate
5. Asphalt in place.

Payment for those items at the prices bid shall be understood to comprise full and complete payment for all work hereinbefore specified to be done, and no separate or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce specified results.

The basis of measurement and payment for the various pay items shall be as stated in the following paragraphs.

Preparation of Base Macadam:

The quantity to be paid for at the price bid per mile for "Preparation of Base Macadam" shall be the number of miles, measured to the nearest one-tenth of a mile, of base macadam actually prepared as specified on the particular unit to which the price bid applies.

Sprinkling:

The quantity to be paid for at the price bid per M-gals. of "Sprinkling" shall be the number of thousand gallon units of water furnished, hauled and used in the performance of whatever sprinkling work is performed in accordance with the specifications and in accordance with the orders and instructions of the engineer.

The price bid shall be understood to include the cost of whatever hauling is involved in the delivering of the water to the places at which it is required. Measurement of the water will be made in the sprinkling tanks at the points at which the sprinkling is to begin.

The spraying of water that is required in connection with the distribution of asphalt as specified under the head "Asphalts" will not be considered sprinkling work and will not be paid for as such.

Placing Mineral Aggregate:

The quantity to be paid for at the price bid for "Placing Mineral Aggregate" shall be the number of cubic yards of new broken stone, crushes gravel, screenings and sand actually loaded, hauled and used in the construction of the bituminous macadam wearing surface. It shall include the quantities of new aggregates used in the patching of the base macadam and the quantities used to overcome "blooding" and to correct defects.

Measurement of the broken stone, crushed gravel, screenings and sand, as a basis for determining the pay quantity for this item, will be made in the trucks in which the materials are hauled the measurement to be made at the point of loading. Payment for the hauling of the mineral aggregate will be made at the price bid for "Hauling Mineral Aggregate".

Hauling Mineral Aggregate:

The quantity to be paid for at the price bid for "Hauling Mineral Aggregate" shall be the number of yard miles of hauling work necessarily performed in the transporting of the mineral aggregates (new broken stone, crushed gravel, screenings and sand) from the State's stock piles to the place of their deposit on the road.

The amount of hauling"necessarily performed" shall be understood to be the amount of hauling required to make the theoretically most economical distribution of the materials from the points at which they are available at the time the work is done to the points at which they are required in the work. The expense of any unnecessary hauling that may be done, whether through failure to determine and use the most economical distribution or as a matter of the contractor's own choice, shall be borne by the contractor.

Haul distances shall be measured in half mile units, fractional half-miles being allowed for as full half-miles. Haul volumes shall be determined by measurement of the materials in the trucks at the point of loading.

Asphalt in Place:

The quantity to be paid for at the price bid per ton for "Asphalt in Place" shall be the number of tons of asphalt of the kind specified actually incorporated in bituminous macadam wearing surface in accordance with the specifications. The number of tons shall be computed from volume measurements of the asphalt in the railway cars, or it shall be determined by such other method as, in the opinion of the engineer, is most practicable under the conditions obtaining. Correction shall be made for any asphalt includ-

od in the car measurements that does not actually become incorporated in the wearing surface, whether the same be wasted, lost, sold, burned, rejected, or otherwise disposed of.

In the computation of tonnages from volume measurements, the specific gravity of the asphalt will be used as the basis for the computation, and proper corrections will be made for temperature differences.

66 66 FR67

May 19, 1930.

Mr. H. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of Estimate accompanying specifications for constructing bituminous macadam wearing surface on the Baker-Pleasant Valley Unit of the Baker-Nelson Section, Project No. 67, Re-opened.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. M. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures.

Oregon State Highway Department — Project No. 66 (Reopened)

BAKER-PLEASANT VALLEY UNIT OF THE BAKER-WELSON SECTION

IN BAKER COUNTY

(Estimate with specifications for constructing bituminous macadam wearing surface. Not as basis for modified agreement.)

Salem, Oregon, May 19, 1930.

9.4 Miles	Preparation of Base	$ 50.00	$ 470.00
11,115 cu.yds	Placing Mineral Aggregate	1.45 ~~1.25~~	15,966.75
14,700 yd.mi.	Hauling Mineral Aggregate	.25	3,675.00
664 Tons	Asphalt in Place	30.00	19,920.00
75 M-Gals	Sprinkling	2.00	187.50
	Sub-total		$ 39,149.25
	10% Engr. & Cont.		3,914.92
	Total		$ 41,900.87

Length of Roadway (Baker-Pleasant Valley Unit) 9.422 miles

Cost per Mile $ 4,453.40

State Funds Available	$15,848.63	
Federal Aid Requested	26,112.24	(62.23%)
	$41,900.87	

PR 67 Re

May 13, 1930.

Mr. H. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of substitute estimate for vouchering covering the Baker County Line-Haines Section, Oregon Project No. 67.

Re-opened.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures

Oregon State Highway Department

Project # 67 (Reopened)

BAKER COUNTY LINE-WEISER SECTION OF THE OLD OREGON TRAIL

IN MALHEUR COUNTY

(Substitute Resolution for numbering. Based on low bid prices for regrading, resurfacing and constructing bituminous macadam wearing surface.
Sta. 265+88.0 to Sta. 686+56.0)

Salem, Oregon, May 7, 1930.

Completed Work as Shown by Final Voucher

Final Cost of Roadway	$43,992.60
Engineering and Contingencies	4,896.04
Total Cost of Completed Work	$48,888.64
Federal Aid Paid on Roadway (Total F. A. Fiscal years 1921 and 1922)	$41,506.48

Length of Roadway - 15.54 miles
Cost per mile $4,432.98
Federal Aid Paid per Mile $2,670.94

New Work - Roadway (Sta. 354+65.0 to Sta. 686+56.0)

All Required	Clearing and Grubbing		$ 50.00
1,900 cu.yds	Common Excavation	.35	665.00
2,400 cu.yds	Intermediate	.70	1,680.00
1,700 cu.yds	Solid Rock Excavation	1.00	1,700.00
11,500 cu.yds	Excav. Single Classif.	.35	4,025.00
8,250 yd.sta.	Overhaul	.05	412.50
4,700 cu.yds	Trunk Haul	.20	940.00
100 lin.ft	12" Corr. Galv. Iron Pipe	2.50	250.00
50 lin.ft	18" Corr. Galv. Iron Pipe	4.00	200.00
34 lin.ft	24" Corr. Galv. Iron Pipe	6.00	204.00
20 lin.ft	36" Corr. Galv. Iron Pipe	7.00	140.00
12,800 cu.yds	Base Course Resurfacing	1.10	14,080.00
4,000 cu.yds	Top Course Resurfacing	1.15	4,600.00
3,800 cu.yds	Rock Shoulder	.50	1,900.00
2,000 cu.yds	Earth Filler	.25	500.00
42000 yd.mi.	Hauling Broken Stone (Tr. Haul)	.17	7,140.00
10,000 yd.mi.	Hauling Rock Shoulder Material	.17	1,700.00
5,000 yd.mi.	Filler Haul	.17	850.00

Bituminous Macadam Aggregate

1,000	cu.yds	Gr. "A" Materials in Stock Pile	1.20	$ 1,200.00
1,200	cu.yds	Gr. "AF" Materials in Stock Pile	1.15	1,472.00
3,840	cu.yds	Gr. "B" Materials in Stock Pile	1.10	4,224.00
280	cu.yds	Sand	—	—
10,000	yd.mi.	Hauling Gr. Stone (Pile Mess)	.17	1,785.00

Constructing Bituminous Macadam Wearing Surf. Type B-d

8	Miles	Prepl of Base Macadam	50.00	400.00
160	M-Gal.	Sprinkling	2.50	400.00
7,000	cu.yds	Placing Mineral Aggregate	1.50	10,500.00
15,680	y.mi.	Hauling Mineral Aggregate	.25	3,912.50
470	tons	Asphalt in Place	30.00	14,382.00
1,000	cu.yds	Gravel Shoulders	.80	800.00
		Sub-total		$86,638.00
		10% E. & C.		8,655.20
		Total		$95,295.20

Length of Roadway (Snake River Slides Section) 8.001

Cost per mile, new work $11,071.76

Federal Aid Allowable on New Work:

($24,454.69 - $2,673.94) divided by $24,454.69 equals .890780 deficiency
.890780 x $18,669 equals $16,629.97 per mile allowable
Total F. A. allowable 8.001 x $16,629.97 equals $133,056.58
Federal aid requested as per agreement estimate of April 17, 1929 - $95,295.20

SUMMARY

Total Estimated Cost, all work		$157,473.84
Total Federal Aid, all work		96,904.86
Length of Roadway, new work	8.001 miles	
Total Cost per mile (Snake River Slides Section		$ 15,504.74
Total Federal Aid per Mile (Snake River Slides Section)		$ 9,682.37

State Funds for Construction - Chapter 175, Laws 1917; Chapter 31, Laws 1929.
State funds for Maintenance - Chapter 41, Laws 1927.

PR67

Form 39 D14454—3500—11-29

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date May 12, 1930, 19

Job name Vale Oiling Project

Snake River-Slides Section

Highway Old Oregon Trail

County Malheur Job prefix

Week from May 3, to May 10,

Mail address Box 4, Baker, Oregon.

Telegraph or telephone address " "

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Two days lost last week, due to cold weather.

Mile Post 395 to Mile Post 397.45 completed up to and including the first seal coat.

Part of this section M.P. 395 to M.P. 396.19 has had an additional course of keystone applied, before sealing, but at the present time shows signs of raveling, in some places down to the keystone and base courses.

Mile Post 399.4 to Mile Post 400.0 completed up to the first seal course, and looks good at the present time.

This makes a total of 3.05 Miles complete or 38% complete for the job.

Weather- The past week has been generally fair, although temperatures have ranged below normal. 45° to 60°

(See back of this sheet for instructions and detailed information.)

Signed W. W. Stuffler

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

66 66 PR67

April 25, 1930

Detroit Fidelity & Surety Company,
Jewett, Burton & Lowry, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1085 for the construction of the Snake River Slides Section of the Old Oregon Trail in Malheur County, consisting of 8 miles of grading, has been completed by the contractors, J. W. & J. R. Hillstrom, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 3rd, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract and which will include the final payment will be $58,511.16.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Gleisner,
Chief Clerk.

Dict. by J. McFarland.

66 66 PAGE 7

STANDARD OIL COMPANY OF CALIFORNIA

April 16, 1930

Standard Oil Company of California
P. O. Drawer 56
Walla Walla Washington

Attention: J. P. Cruden, Dist. Sales Mgr.

Gentlemen:

Replying to your inquiry of the 14th instant concerning the contract which was awarded to J. C. Compton for oiling work in Malheur and Harney Counties, wish to say that this is State Highway contract no. 1154 and is known as the Vale Oiling project, consisting of 11.4 miles of bituminous macadam construction and 55.3 miles of bituminous surface treatment near Huntington, Ontario, Vale, Drewsey and Burns.

The amount of the contract is $166,038.50. The amount of the bond is $83,046.75. The surety on the bond is the Hartford Accident and Indemnity Company for whom Jewett Barton & Leavy are local agents with offices in the Lewis Building, Portland. The specified date of completion is August 31, 1930.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P O DRAWER 66

SALES DEPARTMENT
J. P. CRUDEN
DISTRICT SALES MANAGER
R. P. WEISEL
ASSISTANT DISTRICT SALES MANAGER

WALLA WALLA, WASH. April 14, 1930

J. C. Compton, Contractor
McMinnville, Oregon

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Attention Mr. G. B. Glaisyer

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

The above party, we understand, has been awarded a contract by your Department for the oiling of some 76.7 miles of state highway in Malheur and Harney Counties, Oregon.

In order that we may fully protect our lien rights in the furnishing of materials to this contractor will you please give us a complete description of the job, the amount involved, the amount of bond, name of contractor's bondsman, and name and address of the agent for bond; also the approximate date of completion of this job.

Very truly yours,

STANDARD OIL COMPANY OF CALIFORNIA,

J.P.CRUDEN, District Sales Manager

By [signature]

JJ:DH
Credit

ANSWERED
4. B. G.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

PR67

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

March 10, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to Oregon Federal Aid Project No. 67-Reopened, Snake River Slides Section of the Old Oregon Trail.

Bids were opened at the last meeting of the Commission for the bituminous surfacing of this project and held for our approval. Our recommendation of approval for this work was made March 3, 1930.

As the original specifications and estimate for this project called for No. 3 Oil, and the Revised Specifications call for E Grade Asphalt, it will be necessary to submit a revised estimate, substituting E Grade Asphalt for the No. 3 Oil. When submitting this estimate it is suggested that low bid contract prices be used, and so stated on the estimate. Revised Specifications will be held in our Regional Office until receipt of the estimate, so that complete papers may be forwarded Washington.

Very truly yours,

W. H. Lynch
District Engineer.

Lwn

PR 67

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

March 3, 1930

Mr.R.A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are enclosing herewith one set of specifications approved for Oregon Federal Aid Project No. 67.

Under separate cover an approved typical section sheet is being sent you.

Very truly yours,

W.H. LYNCH
DISTRICT ENGINEER

L. A. Mayfield
Highway Engineer

Iron

12-21-21

Ore 67 Rep

SPECIAL PROVISIONS

Snake River Slides, Section

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon at ten o'clock A.M. (10:00 A.M.) on the twenty-ninth (29th) day of March, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of 8.0 miles of regrading (roadbed widening) and resurfacing on the Snake River Slides Section of the Old Oregon Trail in Malheur County, and of the furnishing of approximately 7,600 cubic yards of broken stone for later use by the state in connection with maintenance and betterment operations on the same section.

The west end of the project is at Station 254+66 (M.P. 395.0) which station is about nine miles east of the town of Huntington. The east end of the project is at Station 686+56 (M.P. 403.0).

DATE OF COMPLETION

The work to be done under the contract shall be completed by not later than November 30, 1929.

REGRADING WORK

Description:

The regrading work to be done under this contract consists of the widening of the roadbed to the widths and cross-sections shown on the plans. There are to be no changes in either grade or alignment. Except as hereinafter otherwise provided, each of the various classes of work involved in the regrading shall be performed in accord with the standard specifications which apply to the particular class of work.

Clearing and Grubbing:

The clearing and grubbing work to be performed for the lump sum price bid for "Clearing and Grubbing" shall be the clearing and grubbing of only such areas as are to be occupied by embankments, borrow pits, roadbed excavations and excavations for culverts and drains.

12-21-29

Classification:

Between Station 254+66 (M.P. 395.0) and Station 416+00 (M.P. 398.04), the three classification basis of classification shall apply. and the pay excavation made between those stations will be paid for at the prices bid for "Common Excavation," "Intermediate Excavation" and"Solid Rock Excavation." Between Stations 416+00 (M.P. 398.04) and Station 686+56 (M.P. 403.0), the single classification basis of classification shall apply, and all pay excavation made between those stations will be paid for at the price bid for "Excavation, Single Classification."

Culvert Pipe:

The corrugated galvanized iron pipe included among the bid items is intended for use in making extensions to existing pipe culverts.

The prices bid for the pipe shall be understood to include and cover the making of the necessary excavations, the removing of the headwalls from the pipes to be extended, the furnishing and placing of the new pipe, the joining of the new lengths of pipe to the old pipe by means of suitable collars, and the backfilling around the new pipe.

Schedule of Performance:

The regrading work shall be performed at least one mile in advance of the preparing of the subgrade for resurfacing as hereinafter specified, and shall be entirely completed by not later than June 30, 1929.

BROKEN STONE RESURFACING

Standard Specifications to Apply:

The broken stone resurfacing shall be constructed in accordance with the standard specification sof "Rock Surfacing" as the same is given on page 28 of the standard specification form, except as this standard specification is hereinafter supplemented and qualified.

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone resurfacing shall be clean broken stone manufactured from the hardest, most durable and otherwise most suitable rock available from the quarry site situated 100 feet south of the highway at about M.P. 397.2.

Sizes of Materials:

The broken stone to be used in the resurfacing work shall be of two sizes,viz: base course broken stone and top course broken stone.

Base course broken stone shall all pass a screen having two and one-half (2½) inch circular openings, and shall all be retained on a screen having one (1) inch circular openings. It shall be well graded from the two and one-half inch size to the one inch size.

Top course broken stone shall all pass a screen having one (1) inch circular openings, and shall all be retained on a screen having one-eighth (1/8) inch square openings. It shall be well graded from the one inch size to the one-eighth inch size.

Quarry Rock to be Screened:

Before the quarry rock is allowed to pass into the crusher, it shall have screened from it, by means of a suitable revolving screen or revolving grizzly, all dirt, rock fragments and other material that will pass a screen having one-inch circular openings. The material thus removed from the quarry rock shall be wasted unless the engineer orders its incorporation in the resurfacing as a "filler", in which event it shall be furnished and paid for in the same manner and at the same price as applies to other materials furnished and placed under the item "Earth Filler."

Quantities Per Mile:

In general, the resurfacing work will require 2000 cubic yards of base course materials and 500 cubic yards of top course materials per mile. The distribution of materials will be subject to reasonable variation by the enginger, however, to suit conditions as they are encountered during the progress of the work.

Preparation of Subgrade:

The existing surfacing shall be thoroughly scarified, after which all of the old surfacing materials shall be bladed from their present position on the subgrade, into windrows along the edges of the roadway. In the performance of this operation, care shall be exercised to keep the old surfacing materials as free as possible from dirt and other objectionable matter. If considered necessary by the engineer, the areas upon which the old materials are to be windrowed, shall be bladed and thus made free of weeds and other undesirable matter.

After the old surfacing materials have been windrowed as above provided, the subgrade shall, by means of fresnoes, blade graders and other suitable equipment, be regraded and reshaped as may be required to eliminate the irregularities in grade that have developed since the roadbed was originally constructed, as may be required to provide proper superelevation on curves and proper crown on tangents, and as may be required to make the subgrade suitable and satisfactory in all respects as a foundation for the surfacing to be constructed upon it. In the performance of this regrading and reshaping work, all of which shall be considered to be a part of the work of preparing the subgrade, the contractor may be required to make cuts and fills to a depth or height of as much as six inches and to end haul the excavated materials for a distance of as much as one-hundred and fifty (150) feet.

The subgrade shall be prepared only a short distance in advance of the placing of surfacing materials, and after it has once been prepared, it shall be maintained true to cross-section, grade and surface until covered. It must be in a condition satisfactory to the engineer at the time the surfacing materials are placed upon it.

Disposition of Old Surfacing Materials:

A part of the old surfacing materials which, as above provided, have been bladed into windrows at the edges of the roadway, shall be mixed with the upper three or four inches of the new base course materials, and the balance of them shall be mixed with the new top course materials, the mixing of the old materials with the new materials being accomplished in each case in the same manner as is specified for the mixing of filler materials with the surfacing materials.

The mixing of the old materials with the new as here provided for, will to some extent take the place of the earth fill materials usually used in rock surfacing construction, but it is expected that in addition thereto some earth filler materials will be required in each of the two coursesof resurfacing materials.

Measurement and Payment:

Payment for the broken stone resurfacing constructed as specified will be made on the same basis as is specified in the standard specification for rock surfacing, except that separate payment will be made for the hauling of the materials from the

bunkers to the place of deposit on the highway, this separate payment to be made at the price bid per yard mile for "Hauling Broken Stone, Truck Measure." Haul distances will be measured in half-mile units, fractional half miles being allowed for as full half miles.

Payment for the salvaging of the old surfacing materials and the incorporation of them in the resurfacing as specified, shall be understood to be included in the payments to be made for the new broken stone furnished and used in the work, and no separate payment will be made for it.

MATERIALS FOR MAINTENANCE AND BETTERMENT PURPOSES

Standard Specification to Apply:

The materials to be furnished for use by the State in connection with maintenance and betterment operations, shall be furnished in accordance with the standard specification for "Materials for Maintenance Purposes" as the same is given on page 32 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Sizes and Grades of Materials:

The materials shall be of three sizes or grades, which sizes or grades will hereinafter be referred to as Grade "A" and Grade "BC" and Grade "D".

All of each grade of material shall pass a screen having openings of a certain size, and all of each grade of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen through which all must pass.	Size of Openings in Screen on which all must be retained
Grade "D"	2 inch, circular	1 inch, circular
Grade "BC"	1 " "	1/2 " "
Grade "A"	1/2 " "	1/8 " square

Height and Form of Piles:

The piles shall be not less than ten (10) feet in height with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable.

Measurement and Payment:

The maintenance materials furnished and stockpiled as specified will be measured and paid for as specified in the standard specification for "Materials for Maintenance Purposes."

For Grade "A" materials, payment will be made at the price bid for "Grade 'A' Materials in Stock Pile". For Grade "BC" materials, payment will be made at the price bid for "Grade 'BC' Materials in Stock Pile". For Grade "D" materials, payment will be made at the price bid for "Grade 'D' Materials in Stock Pile."

The hauling will be paid for at the price bid for "Hauling Broken Stone, Pile Measure".

The maintenance materials will be measured in the completed stock piles. The haul distances will be measured as specified in the standard specification for "Materials for Maintenance Purposes".

ROCK SHOULDERS

Description:

Following the completion of the construction of the base course of the resurfacing or at such other time during the progress of the work as is found to be most advantageous, there shall be constructed along each side of the resurfacing a rock shoulder of gravel, talus or other rock material acceptable to the engineer.

Cross-section:

The rock shoulder shall be of the cross-section indicated in the typical cross-section plan.

Material:

The material to be furnished and used in shoulder construction shall be suitable gravel, talus or other rock material of a form that can be excavated and loaded without shooting, obtained from such sources as the engineer may select and designate.

Measurement and Payment:

For the hauling of the materials used in the construction of the rock shoulders, payment will be made at the price bid per yard mile for "Hauling Rock Shoulder Material".

For the excavating, loading and placing of the shoulder materials, and for such other work as is involved in the construction of the rock shoulders, except the hauling of the materials, payment will be made at the price bid per cubic yard for "Rock Shoulders". The quantity to be paid for shall be the number of cubic yards of gravel, talus or other rock material actually furnished and used in the construction of the shoulders.

The materials will be measured in the trucks at the points of loading. Haul distances will be measured in half-mile units, fractional half miles being allowed for as full half miles.

EARTH FILLER

Standard Specification to Apply:

Earth filler shall be furnished and placed in accordance with the standard specification for "Earth Filler" as the same is given on page 31 of the standard specification form, except as that standard specification is hereinafer supplemented and qualified.

Kind and Source of Materials:

The materials that the contractor will be required to load, haul and incorporate in the resurfacing under the item "earth filler," shall be the stone chips and stone dust screened from the quarry rock before the rock is passed into the crusher (as hereinbefore provided), and/or the material below one-eighth (1/8) inch in size which is to be screened from the broken stone (as hereinafter provided), and/or sand or sand loam from such sources as the engineer may select and designate.

MISCELLANEOUS PROVISIONS

Use of Materials from Stock Piles:

The right is reserved by the state to use materials from stock piles before the piles have been entirely completed and measured. The quantities of materials so used shall be measured in the trucks into which they are loaded from the stock piles, but from such measurement a deduction of ten (10) per cent shall be made for "swell". Payment will be made for the materials at the price which applies to the same class of materials delivered in stock pile, and allowance shall be made for the hauling of the materials from the bunkers to the stock pile site at the price bid for "Hauling Broken Stone, Pile Measure".

Disposition of Rejections:

In accord with the provisions which appear on page 15 of the standard specification form under the head "Waste Materials and By-Products To Be Property of State", the materials screened from the quarry rock and the one-eighth inch materials screened from the broken stone shall become the property of the state, payment therefor being understood to be included in the payment for the resurfacing and for the maintenance and betterment materials as hereinbefore specified.

If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be used as filler material in the resurfacing, they shall be so used, and for the loading, hauling, and placing of the materials, so used, the contractor will receive payment in the same manner and at the same prices as he receives payment for any other materials furnished under the item "Earth Filler". If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be hauled and stock-piled, they shall be so hauled and stock-piled and for the loading, hauling and stock-piling the contractor will receive payment at a price of twenty-five cents ($0.25) per cubic yard, the materials to be measured in the completed stock piles, it being understood that if the materials are hauled more than one-half mile, payment will be made for the part of the haul that is in excess of one-half mile at the price bid per yard mile for "Hauling Broken Stone, Pile Measure", the pay distances to be measured to the nearest one-hundredth of a mile, and so allowed for.

O U T L I N E S P E C I F I C A T I O N S

BITUMINOUS MACADAM WEARING SURFACE

TO BE CONSTRUCTED ON

SNAKE RIVER SLIDES SECTION OF THE OLD OREGON TRAIL

FEDERAL AID PROJECT NO. 67

1. Type of bituminous macadam - Multiple lift.

2. Width: - 18 feet with extra width as required on curves, at intersections, etc.

3. Thickness: - 2 inches, compacted.

4. Sizes of Aggregates: -

	Size of Opening All will Pass	Size of Opening None Will Pass
Grade "D"	2 inch, circular	1 inch, circular
Grade "BC"	1 " "	1/2 " "
Grade "A"	1/2 " "	1/8 " square
Sand	1/8 " square	

5. Sand: - Sand may be either coarse or fine screenings from crushed rock.

6. Oil: - No. 1 oil shall be an asphaltic road oil having an asphalt content of 50 to 60 per cent and having a viscosity of 40 to 80 seconds (Saybolt-Furol) at 122° F. No. 3 shall have an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

7. Quantities of Rock and Oil per Square Yard:

	Rock (Cu.Yds)	Sand (Cu.Yds)	No. 3 Oil (Gals)	No. 1 Oil (Gals.)
Preliminary light oil treatment	--	--	--	0.35
Tack coat of heavy oil	--	--	0.15	--
Main body of wearing surface:				
First Course	.047 Gr. "D"	--	0.75	--
Second Course	.010 Gr. "BC"	.003	--	--
Seal coat (two courses)	.020 Gr. "A"	.003	0.50	--
	.077	.006	1.30	0.35

Outline Specifications #2

8. Construction Procedure:

a. Broom existing surfacing and apply No. 1 oil at a rate of 0.35 gallon per square yard.

b. After the No. 1 oil has hardened and become dry, apply a tack coat of No. 3 oil, 0.15 gallon per square yard.

c. Spread Grade "D" rock, 0.47 cu.yd per square yard. Blade and roll.

d. Apply No. 3 oil, 0.75 gallon per square yard.

e. Spread Grade "BC" rock, 0.10 cu.yd. per square yard. Blade and roll thoroughly, adding Grade "A" rock to fill voids.

f. Spread coarse sand or fine screenings, .003 cu.yd per square yard. Allow the surface to stand under traffic for at least six days.

g. Broom to remove dust and apply No. 3 oil, .25 gal. per square yard.

h. Spread Grade "A" rock, .01 cu.yd per square yard. Blade and roll thoroughly. Allow surface to stand under traffic for about two weeks.

i. Broom to remove dust and apply No. 3 oil, .25 gallon per square yard.

j. Spread Grade "A" rock .01 cu.yd per square yard. Blade and roll.

k. Spread sand or fine screenings, .003 cu.yd per square yard.

9. Each Application to be Made in Two Strips: - In order that traffic may use the road during the period that construction operations are in progress, each application of oil and succeeding spread of rock shall be made in two strips, each strip covering one-half of the width of the roadway, traffic being allowed to use the half of the roadway that is not being worked on at the time. Both strips of each application of oil and succeeding spread of rock shall be completed, however, before the making of the next application of oil is commenced.

SPECIFICATION FOR OILING OF MACADAM BASE

Snake River Slides Section

Federal Aid Project No. 67

1. Description:- As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications:

2. Width:- 18 feet with extra width as required.

3. Size of Aggregate:- Grade "A" (1/2" to 1/8")

4. Oil:- The cementing agent shall be light tar conforming with A.S.T.M. Specification D-104-27T.

5. Temperatures of Application:- The tar shall be applied at a temperature of 150° F.

6. Construction Procedure:- (a) Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   (b) Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   (c) Apply light tar at a rate of one-quarter gallon per square yard.

   (d) Spread Grade "A" rock at a rate of .002 cubic yard per square yard.

7. Correction of Defects:- Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

Salem, Oregon,
October 1, 1929.

SPECIFICATION FOR BITUMINOUS MACADAM WEARING SURFACE

SNAKE RIVER SLIDES SECTION

Federal Aid Project No. 67

BITUMINOUS MACADAM WEARING SURFACE

Type of Bituminous Macadam:

The bituminous macadam wearing surface to be constructed on this project shall be of the multiple lift type. Its compacted thickness shall be two and one-quarter inches. The first lift shall consist of Grade "D" rock and No. 3 oil, and shall be approximately one and one-third inches in thickness. The second lift shall consist of Grade "BC" rock, Grade "A" rock and No. 3 oil and shall be slightly less than one-half of an inch in thickness. The third and last lift shall consist of Grade "A" rock, sand and No. 3 oil and shall be slightly less than one-half of one inch in thickness.

Width and Crown:

The width and crown of the wearing surface shall be as indicated by the accompanying cross-section plan, subject, however, to such reasonable variation as may be necessary to properly take care of any special or unusual conditions that may be encountered.

Materials:

The mineral aggregate shall be broken stone or crushed gravel of the kind and quantity hereinafter specified under the head "Mineral Aggregate".

The oil shall be asphaltic road oil (No. 3 oil) conforming in all respects with the specifications given hereinafter under the head "Road Oil". The manner of application of the oil shall also conform with the specifications given under the head "Road Oil".

Preparation of Oiled Macadam Base:

The macadam base, which shall have been previously oiled, shall be repaired as may be necessary to put it in good condition to receive the bituminous macadam wearing surface. Then, immediately before the construction of the wearing surface is commenced, it shall be made clean and free of loose stones, dirt and dust by sweeping with revolving brooms and by such other means as may be necessary.

First Lift of Bituminous Macadam:

The first lift of the bituminous macadam shall consist of an application of No. 3 road oil followed by an application of Grade "D" aggregate. The oil shall be applied upon the prepared and oiled macadam base at a rate of approximately 0.15 gallon per square yard. The aggregate shall be applied at a rate of approximately 0.050 cubic yard per square yard. The aggregate shall

be spread to uniform thickness by means of blade graders, additional materials being added by hand on any bare or thin spots that may appear.

This first lift shall be lightly rolled with a power roller.

Second Lift of Bituminous Macadam:

The second lift of bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "BC" aggregate and by an application of Grade "A" aggregate. The oil shall be applied at a rate of approximately 0.75 gallons per square yard. The Grade "BC" aggregate shall be applied at a rate of 0.010 cubic yard per square yard and the Grade "A" aggregate shall be applied at a rate of 0.005 cubic yard per square yard.

This lift shall be thoroughly rolled and broomed, the Grade "A" aggregate being added while the rolling and brooming is in progress. The brooming shall be done with a non-revolving type of broom attached to the roller. After the lift is thoroughly compacted, it shall be allowed to stand under traffic for at least six days.

Third Lift of Bituminous Macadam:

The third lift of the bituminous macadam wearing surface shall consist of an application of No. 3 road oil followed by an application of Grade "A" aggregate and by an application of sand or fine screenings. The oil shall be applied at a rate of 0.375 gallons per square yard. The Grade "A" aggregate shall be applied at a rate of 0.015 cubic yard per square yard, and the sand or fine screenings shall be applied at a rate of 0.003 cubic yard per square yard.

This lift shall be rolled and while the rolling is in progress, the fine aggregate shall be broomed about on the surface. The rolling and brooming shall continue until the oil has hardened and will absorb no more aggregate.

Construction Under Traffic:

Where traffic cannot conveniently be detoured from the section of road in process of construction, the construction of the wearing surface shall be proceeded with in the following manner:

Each day a length of road shall be laid out to be surfaced that day. The oiled macadam base on this length of raod shall then be broomed and made ready for surfacing over one-half of its width, and on this half-width of prepared base, the first lift of the bituminous macadam surfacing shall be placed. Then, while traffic is being handled over this first lift of surfacing, the second half of the oiled base on the length of road to be surfaced that day shall be broomed and made ready for surfacing, and shall have constructed upon it its first lift of bituminous macadam. Traffic shall then be switched back to the second half of the roadway, and the next lift of the

surfacing shall be constructed upon the first half of the roadway. In this manner, each of the lifts of bituminous macadam shall be constructed first on one half width and then on the other half width of the roadway, care being taken to "break joints" each time with the lift or course below and care being taken to avoid any overlapping of the spreads of oil or spreads of rock along the centerline joints.

At the end of the day's run, each lift or course shall be terminated approximately five feet back from the end of the lift or course below it, so as to provide a sort of lapped joint between the work of one day and the work of the following day.

MINERAL AGGREGATES

Aggregates Are in Stock Pile:

The mineral aggregates to be used in the construction of the bituminous macadam wearing surface shall be the broken stone and/or crushed gravel which the State has had produced for the purpose and now holds in stock piles in the vicinity of the project.

The construction of the bituminous macadam wearing surface herein specified shall be understood to include the loading and transporting of the mineral aggregates from the stock piles to the points at which they are incorporated in the wearing surface.

Sizes of Aggregates:

The aggregates shall be of the following grades and sizes:

Grade "A" Materials shall all pass a 1/2 inch circular ring and be retained on a screen having 1/8 inch square openings.

Grade "BC" materials shall all pass a 1 inch circular ring and be retained on a 1/2 inch circular ring.

Grade "D" materials shall all pass a 2 inch circular ring and be retained on a 1 inch circular ring.

All materials shall be well graded between the limiting sizes.

Sand:

The aggregate referred to in the foregoing specifications as "sand" may be either sand or screenings, all of which will pass a screen having one-eighth inch square openings.

Spreading of Aggregates:

The trucks used in the spreading of aggregates shall be equipped with some suitable form of spreader box or other spreading device that will

give a uniform spread over a width equal to one-half of the width of the wearing surface.

When spreading aggregate over freshly spread oil, the trucks shall be run backward so that the oil will be covered with aggregate before the truck wheels come upon it.

ROAD OIL

Description:

Oil furnished under these specifications shall be called No. 3 oil, and it shall be made from an asphaltic base oil. It shall be either a naturally homogeneous oil or a homogeneous residue from oil. It shall not have been distilled at a temperature high enough to injure by burning or to produce flecks of carbonaceous matter. It shall conform with the following requirements:

Asphaltic Residue of 80 Penetration	minimum	94%
Viscosity, Float Test at 122° F.	minimum	225 sec.
Flash Point, Cleveland Open Cup Test	minimum	425
Water and Sediment	maximum	1½%
Water	maximum	½%
Sediment	maximum	1 %
Bitumen (soluble in Carbon Bisulphide)	minimum	99%
Bitumen (soluble in Carbon Tetrachloride)	minimum	99.65%
Bitumen Insoluble in 86° B paraffin naphtha	minimum	6
Bitumen Insoluble in 86° B paraffin naphtha	maximum	27
Penetration of Residue after loss on heating at 163° C. for 5 hrs.	minimum	150

Test Methods:

In the testing of oils, the methods used shall be as prescribed by the American Society for Testing Materials (A.S.T.M.) under the following serial designations:

Asphaltic Residue of 80 Penetration	Serial Designation	D243-26
Viscosity, Float Test at 122° F.	"	D139-27
Flash Point, Cleveland Open Cup	"	D 92-24
Water & Sediment, centrifuge Method	"	D 96-28
Water	"	D 95-27
Bitumen (soluble in Carbon Bisulphide)	"	D 4-27
Bitumen (soluble in Carbon Tetrachloride)	"	D165-27
Loss on Heating	"	D 6-27
Penetration of Bituminous Materials	"	D 5-25

Bitumen insoluble in 86 deg. paraffin naphtha shall be determined by the method described in U. S. Dept. of Agriculture Bulletin 1216, revised September, 1928.

(Standard 1-29)

Manner and Method of Application of Oil:

The No. 3 road oil shall, at the time it is spread, have a temperature of approximately 375 degrees F. It shall be spread only when the air temperature is above 50 degrees F. Oil that has been overheated or "burned" shall not be used in the work.

The oil shall be spread by means of a pressure destributor which will satisfactorily make the distributions of oil required under the foregoing specifications. The distributor shall operate at a pressure of not less than twenty pounds per square inch, and shall give a uniform spread of oil over a width equal to one-half of the width of the wearing surface. It shall be equipped with a pressure gauge and a volume gauge so located as to be easily observed by the inspector while walking beside the distributor. It shall also be equipped with a tackometer to determine the speed so that the rate of spread of oil can be controlled accurately. The power for the pressure pump shall be supplied by a power unit entirely independent from the power unit which provides motive power for the distributor.

In order to secure uniform distribution of oil at the junction of two applications, the distribution shall be promptly stopped when the flow of oil begins to thin just before the tank is empty. Each time that the application of oil from the distributor is commenced. building paper shall be spread over the treated surface for a sufficient distance back so that the sprayers are operating at full force when the uncovered surface is reached. The building paper shall then be removed and burned.

The rates of application of oil shall not vary from the rates specified by the engineer by more than ten per cent, and if, in the application of the oil, any spots are missed, oil shall be applied on those spots by some means which will insure the application being made at the specified rates. Uniform application of oil will be required, and distributors equipped with poor valves will not be allowed to operate on the project.

MISCELLANEOUS PROVISIONS

Addition of Screenings to Prevent Bleeding:

If, after the wearing surface is subjected to traffic, any excess of asphalt flushes to the surface and causes the surface to become sticky, this condition shall be corrected by brooming over the surfacing any excess of screenings that may have collected at the edge of the surfacing, and, if so ordered by the engineer, by the adding of new screenings.

Rolling:

The rolling referred to in the foregoing specifications shall be done with three-wheeled power rollers, weighing not less than 10 tons each. The rollers shall begin at the edges of the surfacing, overlapping the shoulder one-half the width of the rear wheel. It shall progress toward the center, parallel with the centerline of the roadway, and shall overlap each preceding track and cover the entire surface as many times as is necessary to thoroughly consolidate the stone.

(Standard 1-29)

PR67

OREGON POWDER COMPANY

CAN'T
EXPLOSIVES

February 28, 1930

Oregon Powder Company
Clackamas, Oregon

CLACKAMAS, OREGON Feb. 26, 1930.

Oregon State Highway Comm.
Salem, Oregon.

Gentlemen:

Gentlemen:

Will you please advise us the present status of the J. W. & J. R. Hillstrom contract on the Snake River Slide project of the Old Oregon Trail.

Replying to your inquiry of the 26th inst. concerning the status of payments to J. W. and J. R. Hillstrom in connection with their contract for the construction of the Snake River Slide Section of the Old Oregon Trail, wish to say that this project was 98% complete on February 10. The work no doubt is complete at this time, although we have no official notification to this effect.

Very truly yours,
OREGON POWDER CO.

Our retained percentage in connection with this work is $4,503.24.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

ANSWERED

#1085
McArthur

" Quotations Subject To Change Without Notice

W. F. HABERLACK, Vice-President
Clackamas, Oregon

TELEPHONE
Oregon City [redacted]
940

OREGON POWDER COMPANY

DISTRIBUTORS

GIANT

EXPLOSIVES

CLACKAMAS, OREGON, Feb. 26, 1930.

Oregon State Highway Com.,
Salem, Oregon.

Gentlemen:-

Will you please advise us the present status of the J. W. & J. R. Hillstrom contract on the Snake River Slides project of the Old Oregon Trail.

We would appreciate knowing the amount of the retained percentage, and the date that the work was accepted,and the name of their Bonding Company.

Very truly yours,

OREGON POWDER CO.

Per H

Total to Feb. 10 - $52,102.87
Retained - $4,306.24

ANSWERED
H. B. C.

FORM S-M-1 S-14628 1500 12-29

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

P/67

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

February 22, 1930.

NOTED
State Highway Engineer
file

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Re:Snake River Slides-Ontario Section.

Attention: Mr. Baldock

Dear Sir:

I have read over your observations on the haul on the Snake River Slides-Ontario section and will discuss the matter as well as I am able to without the profile. Such sections as you then desire to change should be able to be altered in the Salem office with a very slight amount of work.

The drainage which we have secured by means of borrow pits in flat countries such as around Ontario, has been practically useless. The ditches and borrow pits all grow up with grass and tules and practically stand full of water even on sections where we took great pains to stake out the borrow pits to a grade. These borrow pits are very unsightly and it is usually considered that the stagnant water standing in them really does more to soften the subgrade than had there been no borrow pit and water was standing at the same elevation in the ground. On the present Snake River Slides-Ontario section I doubt very much if the water table is lowered under the roadbed by the existance of many borrow pits. The instructions to Miller in working up the job was to borrow material from the sides in such a way that there would always be a ditch 2½ feet below the crown of the road, and I see no reason why this can not be obtained without additional right of way. There may be one or two places where a slight modification of the slope may be required for a few hundred feet, but I think that can be taken care of on the construction.

From mile post 403 to 404 I do not recall that anything could be gained by more side borrowing as I think the material is pretty well balanced except possibly on some high fills. From mile post 404 to the Weiser Spur I believe we could get additional right of way without serious bother. I checked this up rather carefully and it seemed to me that a neater job could be done by hauling in material at no more expense than

N. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

the cost of removing and replacing the fences. These fences are now in bad condition, but upon being removed by the Highway Department, it would need to be practically rebuilt with new posts.

The Weiser Spur was hauled in from a borrow pit about station 25. This is the longest haul on the job and the most questionable, but I spent considerable time and Miller spent several days in endeavoring to arrange for right of way or to secure a borrow pit near the center of the job. On the original construction of this spur I stole a considerable part of the material, but I was slightly protected in that case as I had the instructions of the County Judge to overlap considerably on the property lines, but I do not feel that I can take the financial risk of stealing any more right of way in that vicinity as I would probably be held personally liable. Several years ago the County dug big borrow pits in getting gravel near the Weiser bridge, which incensed the property owners very greatly on account of the stagnant water. They have been endeavoring to fill in and level up these holes from time to time, so that there is very little chance of getting more ground. It would be better to reduce the estimate on truck haul to about 17¢ per yard mile and reject the bids if we do not get that figure.

Between the Weiser Spur and mile post 413.8 I have secured borrow from the only available places such as the rough uncultivated ground. I do not believe it is practicable to attempt to widen the right of way over this stretch as it is all built up with highway improved property and particular pains should be taken to preserve the looks of the highway. It will be materially benefited by the filling of some of these borrow pits and I believe that we can handle the drainage equally as

...VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

well. Between mile posts 414 and 414.8 and thereabouts, we are filling this in with gravel. This is a black alkali swamp and very treacherous and I do not recommend that any more be put in the roadbed. I surveyed a drainage ditch to drain this territory as we have a small ditch there now on a very flat slope. I suggested to you over the telephone that possibly we could eliminate the construction of a new ditch in order to hold down the cost of this job, but since giving it more thought I request the inclusion of the drain. Drain ditches have materially improved the stability of the soil in certain instances, and in other instances raising the roadbed has seemed to be more beneficial than ditches, and the question can not be answered positively. However, as this is the softest place on the entire section, it would seem that the cost of the drain ditch as I originally planned would be justified. The breaking up of the road here for one year would practically repay the cost of the ditch.

Between mile posts 415 and 416 I think the material was pretty well obtained from cuts and side borrow, and between mile posts 416 and 417 the ground is cultivated, and I do not believe that we showed any excessive haul between mile posts 417 and 418. The borrow pits are rather large, the soil is quite alkaline and not desirable in the roadbed, and the cost of right of way and moving the fences will offset the haul, but the ground is not valuable and it can be obtained by side borrow if necessary. Between mile posts 418 and 419 there is some cultivation and the borrow pits are unusually deep so that it would add greatly to the safety and appearance of the road if they are not increased in size. Between mile posts 419 and 420 the material is being obtained from the waste banks of the drainage ditch, and is much better material than that which could be obtained by widening the borrow pits; however, land can be

VAN DUZER, CHAIRMAN, PORTLAND
GATES, MEDFORD
ERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

obtained here I believe at a nominal expense, and possibly this mile should be side borrowed. From mile post 420 to the pavement is, of course, within the city limits and I would not recommend that any attempt be made to get any more borrow pits.

On the Payette spur the right of way is very expensive from station 25 to about 55. I t cost the county a very material sum to straighten out the old road and acquire some right of way, therefore, I consider that additional right of way would be unjustified there. The property between stations 69 and 85 is owned by a very irascible farmer and it cost the county an excessive sum. The borrow pits are quite deep and it is possible that some saving, however, could be made here by getting additional right of way.

In resume I would say, therefore, that the sections between mile posts 404 and 405+50, 417 and 418, 419 and 420, and between stations 55 and 80 on the Payette Spur offered the only feasible chance of side borrowing. The greatest saving could be made on the Weiser Spur, but any borrow pit which would materially reduce the haul, would be opposed by the entire populace of that neighborhood. I wrote Mr. Devers some time ago for his opinion concerning the ownership of the gravel between the high and low water marks on the Snake River, but have not heard from him. It is my remembrance that he once stated that this, without doubt, belonged to the State Land Board, but their title was questioned and he did recommend us to proceed on that assumption. If he would uphold that doctrine, I might get some material along the Snake for filling part of the Weiser Spur, but I could do nothing with the property owners on its original construction and I am quite positive that it means a condemnation, unless it be held to be State Land

...PORTLAND
...W. GAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

Mr. Baldock: -5- 2/22/30 -- Re:Snake River Slides-Ontario Section.

I am very familiar with this territory and while I have been somewhat handicapped in getting the survey made, I have given it a great deal of personal attention and I do not feel that additional right of way can be procured and the changes made as cheaply as a haul, except in the three or four instances which I have mentioned. However, I will go over the entire section again in more minute detail. The brackets were not on the profile at my last inspection trip, and of course the haul did not stand out as glaring as if I had had a finished profile. It may be that I may be able to eliminate some haul in a few of the places.

Most of the borrow pits were obtained on county property and will be furnished gratis.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
cc Mr. Roy A. Klein.

..., PORTLAND
..., MEDFORD
...ENT F. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM
February
20th
1930

IN REPLY PLEASE
REFER TO FILE NO

Mr. H. G. Smith
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Dear Sir:

Regarding the Ontario-Snake River Slides section. I am somewhat concerned about the long haul on the excavation quantities involved in grading this project. An examination of the profile and plans for this work discloses that you propose using borrow pits involving a maximum of approximately one mile of haul. These borrow pits, I presume, are to be purchased and involve an excavation, in certain cases, of approximately 5000 cubic yards. I note that the summary of quantities discloses that the total haul on 177000 cubic yards of excavation including the gravel borrow amounts to about $24,000. This is both the over haul and the truck haul. Of this amount, approximately $20,000 is for truck haul alone or approximately 11¢ per cubic yard of excavation. This equals nearly one half mile of haul for each cubic yard of excavation.

We discussed this feature of borrow pits on my inspection trip with you of this project some six weeks ago and it was my understanding that we would confine this mode of operation to those sections through highly improved land where the right of way would be quite expensive and where it would necessitate the moving of ditches and fences and expensive changes in the methods of handling the irrigation by means of pipes and siphons. We discussed the elimination of a portion of this long haul by means of changes in the grade line of the present road, to raise the fills in the shallow draws and secure the materials for building the fills from the present road bed using short haul. I note that you have followed out this idea but it was not my opinion that you would use the method of long haul borrow on sections through land that was not improved. I have in mind the section that is only partially improved between mile post 403 and the Weiser Junction and the section through the unimproved land between the Payette Junction and Ontario.

With this in mind, I wish you would make an investigation of the relative cost of side borrow, versus borrow pits and long haul through out this project. I would suggest that you divide the project into units involving the different classes of property through which the line traverses and analyze the different modes of grading operations with respect to each unit. By this means, if it should be found that the side borrow is uneconomical on certain units where we traverse through expensive agricultural land, we will have good reasons

for adopting the borrow pit and long haul method of performing the grading work, but I am of the opinion that while this method may be the most economical in certain cases, this will not hold true through the line. In choosing the units in making your report, please keep in mind the character of the improvements on the land adjacent and make a report somewhat on the following lines, based on the use of the side borrow method:

1. Acres of right of way to be acquired and cost per acre.
2. Number of rods of fence to move and cost per rod.
3. Lineal feet of pipe culvert to be acquired in the extension across the borrow pit that would be excavated by means of side borrow, additional cost of lengthening siphons, should this be necessary by the side borrow method, and cost of moving ditches on either side of right of way.
4. Incidental damages by reason of disturbing highly improved sections, such as front yards, barn lots, etc.
5. Costs per cubic yard of excavation in place by means of the side borrow method and the costs of the same item under the plan of using large borrow pits and truck haul.

There is another feature in connection with the borrow pit long haul method that gives me some concern and that is the damage to our side drainage by reason of filling the borrow pits. It would seem to be necessary to do some work in ditching if the materials were to be hauled and dumped in such manner as to fill the borrow pits and destroy the end drainage. While I know that some of these borrow pits are too deep and should be filled up to prevent the accumulation of stagnant water, in certain cases unless care is used, the drainage might be entirely blocked and I find no notation in your plans or provisions to cover this feature.

Your report of the costs of this project involves the expenditure of considerable money and I want to make certain that all features are carefully examined to the end that the most economical method be adopted and I would appreciate your investigation and report on the above features at your early convenience. If changes are to be made, we will return the field notes of the project. If you require the maps, notes and profile for the investigation requested, please advise me in regard thereto.

Yours truly,

R. H. Baldock
Maintenance Engineer

RHB/er

cc R. A. Klein
S. H. Probert

(See

Form 39—D14454—2500—11-29

PP 67

NOTED

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Feb 22, 1930, 19

Job name Snake-River Slides — Week from Feb 16 to Feb 22

Mail address Baker, Oregon.

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 23PK — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This contract was completed Thursday of this week Feb 20, 1930.

The final estimate was sent in Friday Feb 20, 1930/

RECEIVED FEB 26 1930 OREGON STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed P. N. Bishop

Title Resident Maintenance Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done ..... Completed

Total cubic yards in project 27688.9

Cubic yards produced to date 27688.9

Average daily yardage produced this week 12.7

Average daily yardage necessary to complete on time ..... time expired

Contractor's average force for week ..... 6 men,

..... teams, ... 1 trucks

Project will be completed about ..... Now

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... 23 PK ..... Percentage 50
2. ..... 1 PF ..... Percentage 50
3. ..... Percentage .....
4. ..... Percentage .....

File

Proj 67 Resp

February 21, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications, and five sets of special provisions covering the construction of the bituminous macadam wearing surface on the Snake River Slides Section, Project 67 - Reopened.

No change is being made in the typical cross-section, prints for which were previously sent to you.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Proj. No. 67 (reopened)

BAKER COUNTY LINE-WEISER SECTION OF THE OLD OREGON TRAIL

IN MALHEUR COUNTY

(Estimate for Bituminous Macadam Wearing Surface to accompany specifications. Not as basis for modified agreement.)

Salem, Oregon, February 20, 1930.

Bituminous Macadam Wearing Surface,
(Station 254+55.0 to Sta. 686+56.0)

8 Miles	Prep. of Base Macadam		$ 100.00	$ 800.00
160 M-Gals	Sprinkling		2.00	320.00
7000 cu.yds	Placing Mineral Aggregate		1.10	7,700.00
15680 yd.mi	Hauling Mineral Aggregate		.40	6,280.00
470 tons	Asphalt in Place		35.80	16,826.00
1600 cu.yds	Gravel Shoulders		.80	1,280.00
		Sub-total		$33,046.00
		10% Engr. & Cont.		3,304.60
		Total		$36,349.50

Length of reopened portion 8.001 Miles
Cost per mile $4,543.11

State Funds Available	$ 13,729.07	
Federal Aid Requested	22,620.29	(62.23%)
	$ 36,349.50	

SNAKE RIVER SLIDES SECTION

OREGON FEDERAL AID PROJECT NO. 67 - (REOPENED).

UNIT PRICE ANALYSIS

1. Mineral Aggregate in Place

	Per Cu.Yd.
Overhead & supervision	$ .15
Spread & Roll	.60
Move and set-up	.05
Traffic control	.05
Delays	.10
	$ .95
15% profit	.15
	$ 1.10

2. Asphalt

	Per Ton
Cost F.O.B. Weiser, Idaho	$22.04
Heat, Haul and Place	6.00
Overhead and Supervision	2.16
	$ 31.00
Profit (approx. 15%)	4.50
	$ 35.50

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P.No. 67

Post Office Building
Portland, Oregon.

Jan. 13, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the Modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Ayr 6277

Oregon Federal Aid Project No. 67.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 9, 1922, by the State Highway Commission of Oregon, and on June 1, 1922, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 67; and

WHEREAS, the plans and specifications previously approved for said project provided for the construction of 15.54 miles of road surfaced with crushed rock, in Malheur County, for which the estimate approved was $71,720.00, and $43,847.26 Federal funds were set aside to the credit of said project; and

WHEREAS, the construction of said project in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $68,888.64, and voucher in the sum of $41,506.48 has been passed for payment as the share of the Federal Government on said project; and

WHEREAS, the said State Highway Commission now requests a reopening of said project and a revision of the plans, specifications and estimates approved therefor to provide for widening the roadway, reconstruction and widening of the existing crushed rock base course, construction of gravel or talus shoulders, and construction of a bituminous macadam wearing surface, on 8.001 miles of said project between survey stations 254+55 and 686+56, at an

estimated cost of $88,861.30; and by reason thereof has requested that the estimate of cost approved for said project be increased from the previous actual cost of $68,888.64 to $157,749.94, and that the Federal funds approved and set aside to the credit of said project be increased from the previous actual payment of $41,506.48 to $96,804.86;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of ninety-six thousand, eight hundred four and 86/100 dollars ($96,804.86) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of ninety-six thousand, eight hundred four and 86/100 dollars ($96,804.86), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifty-seven thousand, seven hundred forty-nine and 94/100 dollars ($157,749.94), the approved total estimated cost of said project."

-3-

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 24th day of May, 1929, and the Secretary of Agriculture on the 21st day of December, 1929.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 67.

RECEIVED
1929 DEC 3 PM

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 0+00 at the Baker-Malheur Counties line 4.85 miles east of Huntington, and survey station 827, approximately 2 miles south of the Weiser Bridge and 15.4 miles north of Ontario,

locally known as the Old Oregon Trail between Pendleton and Ontario, Malheur County,

and designated in the records of this Department as Project No. 67, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 157,7[illegible],94 in lieu of the previous actual payment of $41,505.48 as the total estimated cost of said project, and the sum of $ 96,804.86/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal ppo rata share of said total estimated cost.

Done at the city of Washington, this 21st day of December one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1

In reply please refer to File No. Ore.F.A.P. 67 - (Reopened)

Post Office Building,
Portland, Oregon.

Jan. 6, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an approved copy of the estimate dated April 17, 1929, which has been used as the basis of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
Highway Engineer

Encl.

Form 30—[illegible]454—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 4. 1930, 19

Job name Snake River Slides — Week from Dec29. 1929 to Jan 4. 1930

Mail address Baker Ore

Highway Old Oregon Trail — Telegraph or telephone address Baker Ore

County Malheur — Job prefix 231K — Express and freight address Baker Ore

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor has completed crushing all material excepting the one half inch size and at the present rate should be completed in an other two weeks.

A fog has been hanging over this part of the country making the weather very disagreeably ~~xixx~~ for construction.

This contractor has been very agreeable also very particular on his own initiative about crushing good clean maintenance material.

(See back of this sheet for instructions and detailed information.)

Signed J. M. Barker

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 8.0

Miles completed 8.0

Miles partially done .....

Total cubic yards in project 27620

Cubic yards produced to date 26350

Average daily yardage produced this week 64

Average daily yardage necessary to complete on time Time expired

Contractor's average force for week 14 *men,*

..... *teams,* 4 *trucks*

Project will be completed about Jan 31, 1930

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 23PK *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CONTRACT # 1085,

SEE:

CONTRACT # 470.

AFD: Contract 47C

CONTRACT# 1087,

PR 154-A North Powder Bridge 1929

1087

PR 154-A North Powder Bridge 1929

1087

PR 154a

April 4, 1929

Mr. Rudolf L. Krause,
761 N. 20th St., E.,
Portland, Oregon.

Dear Sir:

We are sending to you today by Express four copies of the contract that was recently awarded to you by the Highway Commission for the construction of a bridge over the North Powder River on the Old Oregon Trail Highway in Baker-Union Counties, near North Powder.

Will you please execute these as to agreement and furnish the required bond. When this is done return all copies to this office for completion by the Highway Commission, after which an executed copy will be returned to you for your records and files.

Your attention is called to that paragraph on page 10 relating to the Workmen's Compensation Act. You will be expected to accept the terms of this Act and to carry on your work in strict compliance with the provisions thereof.

Very truly yours,

Roy A. Klein
State Highway Engineer

HBG:M By

H. B. Glaisyer
Chief Clerk.

#1087
1PP

WILLIAM H. KOOP
CHAIRMAN OF THE BOARD

JESSE S. PHILLIPS
PRESIDENT

Robert Thiemann

PR 154a

PACIFIC DEPARTMENT

Great American Indemnity Company New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
BEACON 7305

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE DAVENPORT 3680

PORTLAND, OREGON

October 24, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention: H. B. Glaisyer

I am inclosing herewith a copy of a letter received from Rudolph Krausse who had the contract for the North Powder Bridge which crosses the North Powder river at North Powder, Oregon.

The letter is apparently self-explanatory, if we can make it as such, in other words it is a matter of controversy, and it may be, can be straightened out.

Yours very truly,

HARVEY WELLS INSURANCE AGENCY

By Harvey Wells

HW:K
encl.

NOTED
H B GLAISYER

Copy of letter to Mr. E. J. Sencerbox

Dear Sir:

I have just received a copy of your letter to the Oregon State Highway Comm. In regarding the Electric motor I used on the North Powder River bridge job.

When I first started the job, R. E. Lindley located and rig the morot to the pump. He stated that I was to rent the motor and pay them what was right.

Now there is a question what rent means and what is the fair way for settlement of this matter. In talking to young Mr. Bidwell before I left North Powder, I offered to pay rent at the rate of $5.00 a month for four months, making $20.00.

When I received the motor it was not in the best of condition. It was old and been used very hard before the times I started to used it. When I rent contractor equipment and there equipment break down I pay them for the time they had equipment working I don't repair or replace in new condition.

Young Mr. Bidwell felt I should repair the motor. I was renting and felt I should not repair the motor. Here is the question Wat is fair, Am I to rent the motor and return it to them in better shape then when I received it.

Mr. Sencerbox, I have always shot square with people until they want the big end. If you will write me after reading this letter and state what you think is right. I think enough of you to respect your judgment.

You stated that I left the motor on the warehouse platform. This is not so, Mr. Sencerbox. It was in my barn with my equipment. I was waiting for Rufic Lindley to return it and make settlement. Mr. Bidwell took the motor out of the barn and took it over to Mr. Maxwell office.

We are still doing business and you will find that a letter from Mr. Bidwell would have received do attention. The bonding Co isn't paying our bills.

I am sending Harvey Wells, Co a copy of this letter and hope you will write me or write my father if you do not care to write me, at 53-4th Street, Portland.

R K K

NOTED
H. R. GLASYER

#1087
Ref. Krumpier

WILLIAM H. KOOP
CHAIRMAN OF THE BOARD

JESSE S. PHILLIPS
PRESIDENT

PACIFIC DEPARTMENT

PR 154a

Great American Indemnity Company New York

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS INSURANCE AGENCY
GENERAL AGENTS
412 FAILING BUILDING
BEACON 7305

241 SANSOME STREET
SAN FRANCISCO, CAL.
TELEPHONE DAVENPORT 3680

PORTLAND, OREGON

October 23, 1929.

Mr.Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: H.B.Glaisyer

This will acknowledge receipt of your communication of the 21st relative to Rudolph K.Krausse in connection with a motor that he is presumed to have left on a warehouse platform at North Powder.

From what I understand, this is a motor over which there has been a controversy between Mr.Krausse and the owner of the motor. I have requested Mr. Krausse to state in writing what it is all about, and will send you his statement of the facts.

Very truly yours,
HARVEY WELLS INSURANCE AGENCY,

By: Harvey Wells

HW/C

NOTED
H B GLAISYER

#1037
Brks. & Trusses
PR 154a

October 21, 1930

Great American Indemnity Company
Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

Herewith is a copy of a letter we have today received from Mr. E. J. Sencerbox of North Power, Oregon concerning a claim against Rudolph K. Krausse for the rental of a motor which same was used to run a concrete mixer during the construction of a bridge over the North Powder River at North Power, Oregon, the contract for which was awarded to Mr. Krausse by the State Highway Commission on March 29, 1923.

This information is given you as your appear as surety on the bond furnished by Mr. Krausse in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc Rudolph K. Krausse
Box 555
Bend, Oregon

UNITED STATES FIDELITY AND GUARANTY COMPANY

AGENT

October 21, 1926

Mr. E. J. Hemenway, Agent
United States Fidelity & Guaranty Company
North Powder, Oregon

Dear Sirs

In reply to your letter of the 19th instant in which you request the name of the bonding company which wrote the bond for Rudolf K. Krausse in connection with his contract for the construction of a bridge over the North Powder River for the State Highway Commission, wish to say that this bond was written by the Great American Indemnity Company, for whom Harvey Wells Insurance Agency are local agents, with offices in the Failing Building, Portland.

Very truly yours,

Ray A. Klein
State Highway Engineer

By

HEC:S

H. B. Glaisyer
Chief Clerk

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY #1087

E. J. SENCERBOX
AGENT

PHONE: 34-R-2

NORTH POWDER. OREGON.

October 18th, 1929

RECEIVED
OCT 1 7 1929
OREGON

State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise me who were the Bondsmen of Rudolph K. Krausse during the construction of the Bridge crossing the North Powder River in North Powder, Oregon.

He rented a motor to run his concrete mixer during the construction of this bridge and burned the motor up. He returned the motor and left it on the Warehouse Platform of our building and left without paying the rental or the damage done the motor, and we should like this information with the view of being reimbursed for the damage and rental of the motor.

Thanking you for this information, I am.

Yours very truly,

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 154-A

Post Office Building
Portland, Oregon.

Sept. 27, 1929

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis

T. M. Davis
Highway Engineer.

Encl.

Ayer 5722

Form P. R. 2
State Oregon
Project No. 184, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1924

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 8 day of August, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1929, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 28th day of March 1929, and approved by the Secretary on the 13th day of September, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, nine hundred ninety and 90/100

Section A of

dollars ($4,990.90) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(b) The Highway Department hereby agrees that [illegible]

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count[illegible] of [illegible]
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by [illegible]
(State how placed under direct control of Highway Department)

*(c) [illegible]

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following [illegible] bridge as described in detail in said surveys, plans, and specifications:

[illegible] Bridge across the North Powder River between survey stations 427+45.8 and 8+51.1 (427+74.1 = 8+25.2) in Sec. 22, T.6 S., R.39 E., W.M., near North Powder, on the Old Oregon Trail between La Grande and Ontario, Baker County, [illegible] being Section A of Oregon Federal Aid Project No. 154, consisting of one bridge [illegible] of more than 20 ft. clear span only, being 0.010 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement it will construct suitable road connections between the ends of the bridge and the existing highway to the north and south.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of four thousand, nine hundred ninety and 90/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eight thousand, twenty and 10/100 dollars, the approved total estimated cost of Section A of said project.

8—5518

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

STRICKEN OUT

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ---------- (State or county) of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

the State Treasurer

---------- (Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 257, Laws of 1917.** (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 13th day of September, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____ Acting Secretary of Agriculture.

8—5818

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~rural post road between~~ bridge across the North Powder River between survey stations 427+45.8 and 8+51.1 (427+74.1 = 8+25.2) in Sec.22, T.6 S., R.39 E., W.M., near North Powder, on the Old Oregon Trail between La Grande and Ontario, Baker County, ~~locally known as~~

and designated in the records of this Department as Section A of Project No. 154, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 8,020.10 as the total estimated cost of Section A of said project, and the sum of $ 4,990.90 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorized Federal pro rata share the ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 13th day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 3—4820

encl.

#1087
Bridge & Union

PR 154a

September 23, 1929.

Mr. Rudolf K. Krausse,
752 E. 20th St. N.
Portland, Oregon.

Dear Sir:

This acknowledges receipt of your letter of the 18th inst., in which you assign to John R. Krausse all the monies now due, or to become due you, in connection with your contracts for the construction of a bridge over the North Powder River, contract #1067, also a bridge over the Central Oregon Canal, contract #1094.

Replying to the same will say that we shall be pleased to honor your assignments if presented in proper form, accompanied by the consent of the Surety Company appearing on your bonds.

We have a standard form of assignment for this purpose which has been approved by the Secretary of State and will be accepted by him.

We enclose four copies of the same in this letter; two for use in connection with the assigning of funds due you for the construction of the North Powder River bridge, and two for the assignment of funds due you for the construction of the bridge over the Central Oregon Canal.

When these have been properly signed before witnesses and are delivered to us with a written statement from the Surety Company that they consent to the assignments without prejudice to their bonds, we will be pleased to honor them and will see that all monies now due or to become due you in connection with the above mentioned work, are paid to Mr. John R. Krausse as per your request.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By
H. B. Glaisyer,
Chief Clerk.

HBG-ECH.
encl.

JOHN R. KRAUSSE, Business Manager
BRoadway 9240

RUDOLF K. KRAUSSE, Supervising Engineer
GArfield 1783

CONCRETE ENGINEERING COMPANY

GENERAL CONCRETE *and* FOUNDATION WORK
752 East Twentieth Street North
PORTLAND, OREGON

September 18, 1929.

Hon. Roy Kline,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This will serve to act as an official assignment for value of all sums now or hereafter due and owing to the undersigned from the Highway Commission of Oregon on account of that certain contract for the construction of a concrete highway bridge across North Powder River on the Old Oregon Trail Highway on the boundary line between Union and Baker Counties, Oregon, as well as all sums now or hereafter to become due and owing to the undersigned under that certain contract for the construction of a concrete bridge across the Central Oregon Canal on the Bend-Burns Highway at a point approximately 7½ miles East of the City of Bend.

It is intended by this assignment to transfer, assign and set over for value all of said sums unto JOHN R. KRAUSSE of 752 East Twentieth Street North, Portland, Oregon, and you are hereby respectfully requested and instructed to cause said sums to be paid to the said John R. Krausse direct.

Yours very truly,

Rudolf K. Krausse.

R

PR 154-A

July 12, 1928

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith three signed copies of project agreement covering the North Powder River Bridge, Project No. 154-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Incl.
Dict. by J. W. Nash/AF

Stencil #121

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads
District No.1

In reply please
refer to File No. Ore FAP 15A

New Post Office Bldg.
Portland, Oregon
July 5, 1929

Mr. Roy A Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith three copies of proposed Project Agreement, [redacted], for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L J. Caufield
Highway Engineer

North Powder River Bridge

Ore

GENERAL OFFICES
SECOND AND EVERETT STS.
PORTLAND, OREGON

PHONE
BROADWAY 5373

BRASS, BRONZE, COPPER AND ALUMINUM
ROUGH AND FINISHED CASTINGS,
RODS, SHEETS, TUBES
AND WIRE

PORTLAND, OREGON.

PR 134a

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER EMERGENCIES BEYOND OUR CONTROL AND INABILITY TO SECURE MATERIAL, ETC.
PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

June 18, 1929

Oregon State Highway Commission,

Salem, Oregon

Gentlemen: Attention: Mr.H.B.Glaisyer, Chief Clerk

We wish to thank you for your letter of June 14th with reference to the Central Oregon Canal Bridge.

We were asking for this information for future use more than in connection with this particular job, and in order that there can be no reflection upon Mr. Krausse wish to advise that we have just accepted the order for Bearing Plates from him and have had no business dealings with him before.

Thanking you for the information in your letter, we are,

Yours very truly,

OREGON BRASS WORKS

By W. A. Prier, Asst.Mgr.

WAP-m

NOTED
H. B. GLAISYER

PR 154e

June 14, 1929

Oregon Brass Works,
Second & Everett Sts.,
Portland, Ore.

Attention: W. A. Prier, Asst. Mgr.

Gentlemen:

Replying to your inquiry of the 13th instant in which you request information concerning the protection offered to you for furnishing cast bronze expansion plates to Rudolf K. Krausse for use in connection with his contract for the construction of the Central Oregon Canal Bridge, wish to say that the protection offered is a bond furnished by Mr. Krausse in connection with this contract. This bond was furnished the State in accordance with the previsions of the state law and is for the protection of labor and material claims and all just debts, dues and demands insurred against the project. It is therefore available to you in the event that you do not secure satisfactory settlement from Mr. Krausse.

This bond was written by the Great American Indemnity Company, for whom Harvey Wells Insurance Company is the local agent, with offices in the Failing Building, Portland. Should you not secure satisfaction from Mr. Krausse then we would suggest that you take the matter up with the surety company. Should you secure no satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, copy of which we enclose for your information.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:S

GENERAL OFFICES
SECOND AND EVERETT STS.
PORTLAND, OREGON

PHONE
BROADWAY 5373

BRASS, BRONZE, COPPER AND ALUMINUM
ROUGH AND FINISHED CASTINGS,
RODS, SHEETS, TUBES
AND WIRE

PORTLAND, OREGON.

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS OR OTHER EMERGENCIES BEYOND OUR CONTROL AND INABILITY TO SECURE MATERIAL, ETC.
PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

June 13, 1929

RECEIVED
JUN 14 1929
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: Attention: Mr. S. B. Gillette

We have an order from Rudolf K. Krausse for the Cast Bronze Expansion Plates for the Central Oregon Canal Bridge for which he has the contract.

We have been unable to get satisfactory credit information regarding Mr. Krausse and are wondering if you can advise us as to the correct method of insuring payment on a job of this kind. Any information that you can supply will be greatly appreciated.

Yours very truly,

OREGON BRASS WORKS

By W. A. Prier, Asst.Mgr.

WAP-m

#1094
Great American Indemnity Co
Harvey Wells agent
failing Bldg

ANSWERED
H. B. G.

MR-154-A

May 7, 1958.

Bureau of Public Roads,
Box 6900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate on basis for project agreement covering the North Powder River Bridge, Project 154-A.

Very truly yours,

ROE A. KLEIN
State Highway Engineer

By

E. E. Probert
Office Engineer

Dict by J. W. Nash/AP
Encl.

Oregon State Highway Department — Project No. 154-A

SNAKE POWDER RIVER BRIDGE ON THE OLD OREGON TRAIL

IN BAKER AND UNION COUNTIES

(Estimate as basis for project agreement. Based on Contract Prices.)

Salem, Oregon, May 7, 1929.

90 cu.yds	Excavation	$ 4.00	$ 360.00
10 cu.yds	Excavation below plans	4.50	45.00
46 cu.yds	Class "A" Concrete	21.00	966.00
35 cu.yds	Class "D" Concrete	22.00	770.00
7,800 lbs	Metal Reinforcement	.06	468.00
57,000 lbs	Structural Steel	.075	4,275.00
All Required	Remove Old Br. and Maintain Traffic		425.00
	Sub-total		$ 7,293.00
	10% Engr. & Cont.		729.10
	Total		$ 8,022.10

Length of Structure - 54 ft. - 0.010 Miles
Cost per Mile $802,010.00

State Funds Available	$ 3,020.20	
Federal Aid Requested	5,000.00	(62.23%)
	$ 8,020.10	

State Funds for Construction - Chap. 175, Laws 1917; Chap. 51, Laws 1920.
State Funds for Maintenance - Sec. Aug. 17, 1917. Chap. 237, Laws 1917.

PR 1540

April 28, 1930

Mr. Rudolf K. Brunner,
758 E. 20th St. N.,
Portland, Oregon.

Dear Sir:

Enclosed herewith please find executed copy of contract No. 1067 which was awarded to you by the State Highway Commission on March 25, 1930, covering construction of a bridge over North Powder River near North Powder on the Old Oregon Trail in Baker-Union County.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

JS
enc

PR—154-A

March 27, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate and plans covering the North Powder River Bridge, Project No. 154-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 154-A

North Powder River Bridge

On the Old Oregon Trail in Baker and Union Counties

(Est. with plans. Not as basis for proj. agreement)

Salem, Oregon, March 27, 1929

90 cu. yds.	Excavation	3.00	270.00
10 cu. yds.	Excavation below plans	6.00	60.00
46 cu. yds	Class "A" Concrete	23.00	1,058.00
35 cu. yds.	Class "D" Concrete	24.00	840.00
7500 lbs.	Metal Reinforcement	.06	450.00
57000 lbs.	Structural Steel	.07	3,990.00
All Required	Remove old bridge and maint traffic		600.00
	Sub total		$ 7,266.00
	10% Engr & Cont.		726.80
			$ 8094 .80

Length of structure, 54 ft. 0.010 miles
Cost per mile $809,480.00

State Funds Available	$3,057.41
Federal Aid Requested	5,037.39
	38,094.80

CONTRACT # 1088,
1093, 1095, 1197.

PR 144-A Waldport-Yachats Sec. 1929-1930

1088, 1093, 1095, 1197

[redacted]

PR 144-A Waldport-Yachats Sec. 1929-1930

[redacted]

1088, 1093, 1095, 1197

#1197
218.3

October 31, 1931

PP 1449

Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1197 for the construction of the Waldport and Waldport-Lane County Line Section of the Oregon Coast Highway in Lincoln County, consisting of 15.27 miles of surfacing, has been completed by the contractors Kilefsen-Weygandt Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 31, 1931.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this work will be $156,155.87 including the final payment. Of this amount $16.55 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

FIDELITY AND DEPOSIT COMPANY

October 10, 1931

Fidelity and Deposit Company,
Failing Building,
Portland, Oregon.

Attention of Mr. E. E. Pinney.

Gentlemen:

We have your letter of October 8th, with reference to State Highway Contract #1197, which was awarded to Edlefson-Weygandt Co., of Portland, for the surfacing of the Waldport & Waldport-Lane County Line Section of the Oregon Coast Highway in Lincoln County.

The total amount paid in connection with this work is $151,227.02, and the retained percentage is $4,677.12.

The contract was completed on September 12, 1931 and this date is considered as the date of acceptance by the State Highway Commission.

The final payment, which will be made in the near future, will be more or less the amount of the retained percentage, depending upon findings of the checked estimates.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY and SURETY BONDS
BURGLARY and PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

October 8, 1931

144-A

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

In connection with the Edlefsen-Weydandt contract No. 1197-Surfacing Waldport Lane County Line Section, Oregon Coast Highway, Mr. Porter wrote you on September 24th asking if you would advise us the date of acceptance of the contract and the total amount paid the contractors.

If you can give this to us, we will be greatly obliged to you.

Very truly yours,

R. E. Pinney

R. E. Pinney,
Resident Vice-President.

REP:EP

RECEIVED
OCT 9 1931
OREGON

Form 89—F-21635—5M—6-31

PR 144a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date ....., 193.1

Job name ..... Week from ..... to .....

..... Mail address .....

Highway ..... Telegraph or telephone address .....

County ..... Job prefix ..... Express and freight address .....

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor ... placing fill on 2nd
section to Jones Creek ... and stock piling
... materials South ... Jones Creek
Contractor will probably ... all of next week.
Fire ... Spraying ... brush ...
... Creek

RECEIVED
Sep 9 1931

NOTED

(See back of this sheet for instructions and detailed information)

Signed .....

Title .....

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 1444 #1197
2 P.M

FIDELITY AND DEPOSIT COMPANY

July 1, 1931

Mr. Clarence D. Porter, Manager,
Fidelity & Deposit Company of Maryland,
Failing Building,
Portland, Oregon.

Dear Sir:

In response to your inquiry of June 30th relative to the Adlefsen-Haygundt Company contract No. 1197 - Waldport and Waldport-Lane County Line Section in Lincoln County we wish to advise as follows:

The total amount paid the above contractors in connection with this work up to June 15th was $118,055.92. The retained percentage was $[illegible]39.61. At that time the contract was approximately 80% complete. The completion date is October 31, 1931.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

Dict. by J. McFarland.

#1197

DEPARTMENT OF OREGON

FIDELITY AND DEPOSIT COMPANY

OF MARYLAND

FIDELITY *and* SURETY BONDS
BURGLARY *and* PLATE GLASS INSURANCE

Failing Building
PORTLAND

R. E. PINNEY
Resident Vice-President
CLARENCE D. PORTER
Manager

June 30, 1931

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you kindly advise us the status of the contract of Edlefsen-Weygandt Company in connection with the surfacing of the Roosevelt Highway, Waldport and Waldport-Lane County Line Section, thereby obliging.

Very truly yours,

Clarence D. Porter

Clarence D. Porter,
Manager.

EP

Paid to June 15 - $118,055.92
Returned - $12,439.61
710 Forwarded.
8010

RECEIVED
JUL 1 1931
OREGON
STATE HIGHWAY COMMISSION

Ct. Comp. Oct. 1, 31

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

PF 144-A

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.

December 5, 1930.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

There is enclosed herewith an approved set of the Special Provisions covering Oregon Federal Aid Project Number 144-A, Waldport-Lane County Line Section of Roosevelt Coast Highway.

Very truly yours,

W. H. LYNCH
District Engineer

By L. U. Canfield
L. U. Canfield
Highway Engineer.

Encls.

144A

SPECIAL PROVISIONS

Waldport-Lane Co. Line Sec. & Waldport Sec.

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A.M.(10:00 A.M.) on the twenty-second (22nd) day of May, 1930.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the following work on the Roosevelt Coast and Alsea Highways in Lincoln County.

1. Construction of 11.67 miles of broken stone surfacing on the Waldport-Lane County Line Section of the Roosevelt Coast Highway.

2. Construction of 1.20 miles of broken stone surfacing on the Waldport Section of the Alsea Highway.

3. Construction of 0.40 miles of broken stone surfacing on Broadway in the town of Waldport.

4. Furnishing approximately 23,550 cubic yards of broken stone in stock pile for later use by the State in connection with maintenance and betterment operations.

The surfacing to be constructed on the Waldport-Lane County Line Section is to extend from the intersection of Arrow and Hemlock Streets (Sta. 1407+10) in the town of Waldport, south to the county line (Sta. 0+00) between the counties of Lincoln and Lane.

The surfacing to be constructed on the Waldport Section of the Alsea Highway is to extend from the intersection of Arrow and Hemlock Streets (Sta. 278) in the town of Waldport, east to Sta.217, about one-half mile west of McKinney Slough.

The surfacing to be constructed on Broadway in the town of Waldport is to extend from the intersection of Broadway with the Alsea Highway, north to the water front.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than October 31, 1931.

EXAMINED AND RECOMMENDED FOR APPROVAL H.T.M.

DATE R 0 7/26/30

BROKEN STONE SURFACING

Kind and Quality of Materials:

The materials to be used in the construction of the broken stone surfacing shall be clean broken stone manufactured from such of the rock obtainable at the two locations described below as will, when subjected to the standard abrasion test, show an abrasive loss not exceeding four (4) per cent.

The locations from which the rock is to be obtained are as follows:

1. The Yachats quarry site east of the town of Yachats (about 2,000 feet east from Station 1861).

2. The Eckman Slough quarry site on Eckman Creek, about three and one-half miles east and south from Waldport and about three miles east and south from the east end of the Waldport Section.

Acquisition of Property Rights:

The state will acquire and will make available to the contractor without charge, the right to take rock for the work from both of the two locations described above and the right to use such property adjacent to those locations as is needed for sites for the crushing plants and bunkers and as is needed for hauling roads.

Development of Quarry Sites:

The contractor shall bear all expense incidental to the opening, developing and operating of the sources of materials, including the removing of overburden and the constructing and maintaining of the hauling roads.

In case the contractor's operations at the quarry sites interfere with traffic over the county roads nearby, the contractor shall, at his own expense, construct and maintain suitable surfaced detour roadways, which detour roadways shall contain no grades in excess of ten per cent. In case the contractor's operations destroy or damage any portion or portions of the existing county roads, the contractor shall rebuild and repair such portion or portions in such manner as may be necessary to restore them to conditions at least the equivalent of their conditions at the time this contract is awarded.

Sizes of Materials:

The broken stone to be used in the surfacing work shall be of four sizes: sub-base materials, base materials, top materials, and screenings.

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings in Screen Thru Which All Must Pass.	Size of Openings in Screen Upon Which All Must be Ret'd
Sub-base Materials	2 1/2 inch, circular	1/4 inch, square
Base Materials	2 1/2 inch, circular	1 inch, circular
Top Materials	1 inch, circular	1/2 inch, circular
Screenings	1/2 inch, circular	(to dust)

Each size of material shall be well graded between the specified maximum and minimum size limits.

Quantities of Material per Mile:

The quantities of materials required to construct the surfacing to the specified cross-section are approximately as follows:

	Cubic Yards Per Mile
Sub-base Materials	700
Base Materials	1,850
Top Materials	250
Screenings	650
Total	3,450

Cross-section and Number of Courses:

The cross-section to which the surfacing is to be constructed, the number of courses in which the surfacing materials are to be placed, and the cross-section of each of the courses shall, in general, be as indicated in the plans. These features, however, shall be subject to reasonable variation by the engineer to meet varying conditions encountered.

Preparation of Subgrade:

Preparatory to the construction of the surfacing, the subgrade shall, by means of blade graders, and other suitable equipment, be shaped up and brought to uniform crown and grade with a surface free from ruts, humps, depressions and other irregularities. A trench in which to construct the surfacing shall then be constructed, which trench shall be of such form and depth that after the surfacing is completed and the earth shoulders leveled down, as hereinafter provided, the cross-section of the surfacing and the position of same with reference to the roadbed will be as indicated in the cross-section plan. The trench shall be excavated and trimmed to accurate line, grade and cross-section, after which the bottom of the trench shall be thoroughly compacted by rolling.

The subgrade shall be prepared only a short distance in advance of the placing of surfacing materials, and after it has once been prepared, it shall be maintained true to cross-section, grade and surface until covered. It must be in a condition satisfactory to the engineer at the time surfacing materials are placed upon it.

Outline of Construction Procedure:

On the subgrade prepared as above specified, sub-base materials shall be spread to the thickness required, and after having been brought to a smooth and uniform surface, shall be rolled until thoroughly compacted and locked. Filler material shall then be spread over the sub-base materials in such quantities as may be required, and these materials shall be worked down into the sub-base course by blading, rolling and brooming. Additional filler material shall be added where necessary, and the rolling and brooming shall continue until the course is completely filled and compacted.

On the sub-base constructed as above specified, the construction of the first of the two courses of base materials shall be proceeded with as follows: Base materials shall be spread to the thickness required, and after having been brought to a smooth and uniform surface, shall be rolled until thoroughly compacted and locked. Screenings shall then be spread over the base rock in such quantities as may be required, and these screenings shall be worked down into the base rock by rolling and brooming. While this operation is in progress, filler materials of the kind hereinafter described, shall be spread over the base course in such

quantities as the engineer may order, and shall be worked into the base course along with the screenings. The rolling and brooming and the addition of more screenings and filler ma terial shall continue as long as the sub-base course will continue to absorb the screenings and filler, and until the course is completely compacted locked and keyed, and until there is no creeping or other movement of the materials under the roller. If, at this stage of the construction operations the surface shows any humps, hollows or other irregularities, or is not perfectly smooth and true to crown and grade, the defective areas shall be loosened up by scarifying, new materials shall be added as required, and the materials shall be respread, keyed, filled, rolled and otherwise treated as may be necessary to completely eliminate the defects and to produce a base course of uniform strength throughout with a surface uniformly smooth and true to crown and grade. The course shall then be heavily sprinkled with water, following which, rolling and the addition of screenings and filler shall be resumed. The rolling and addition of screenings and filler shall this time be accompanied by further sprinkling, and all of these operations shall be continued until the course is completely filled, and until a slight excess of water and screenings forms a grout in front of the roller wheels.

After the course has dried out, all excess screenings "caked" upon the surface of the course shall be loosened and scattered by brooming. The second course of base materials shall then be constructed, the manner of its construction being the same in all respects as the manner above specified for the construction of the first course of base materials.

After the second course of base materials has dried out, and after the excess screenings caked on the surface have been loosened and scattered, the construction of the top course shall be proceeded with. The top course shall consist of a course of top materials keyed and filled with screenings and filler material. It shall be constructed in the same manner as is above specified for the construction of the base courses, the only differences being in the size of stone used.

After the top course has been constructed in the manner specified, it shall receive further treatment consisting of sprinkling and rolling every day or two as long as may be necessary to bond it thoroughly and bring it to the smooth, hard and compact surface which it is expected to have.

Spreading of Materials:

To insure uniformity in the thickness of each course, the spreading of sub-base materials and base materials shall be done with an approved form of mechanical stone spreader mounted on its own wheels and designed to "strike-off" the rock as it is spread as well as to give accurate control of the rate at which the stone is deposited.

The spreading of top materials, screenings and filler shall be done through properly designed spreader boxes attached to the rear ends of the hauling trucks.

After having been spread from the stone spreader or from the spreader boxes, each spread of materials shall be further spread and smoothed up by means of long wheel-base motor graders and wheeled drags.

Rolling and Brooming:

The rolling of the subgrade and of each of the courses of the surfacing shall be done with suitable three-wheeled ten-ton rollers. A single roller will not be expected to perform the rolling for more than fifteen (15) cubic yards of material per hour, and additional rollers must be provided when materials are being placed at a greater rate.

The rolling shall in all cases begin at the sides of the roadway, overlapping the shoulders, and shall progress toward the center of the roadway, thoroughly covering the entire surface of the roadway with the rear wheels.

The brooming shall, in general, be done by means of suitable brooms attached to the rollers and blade graders. Hand brooming shall be resorted to, however, whenever necessary in order to obtain the best result.

Trimming of Earth Shoulders:

After the top course of the surfacing has been placed and compacted, the earth shoulders shall be leveled down, and the entire roadbed surface shall be made to conform to the cross-section indicated in the cross-section plan. If there be any excess of excavated materials, or, if any rock fragments or stones project above the level of the shoulders, such excess materials and rock fragments and stones shall be picked up and disposed of to the satisfaction of the engineer. All earth, stones, rocks and other matter that may come into the cut ditches as a result of the contractor's operations, shall be removed from the ditches and disposed of in a satisfactory manner.

Intervals Between Different Operations:

The subgrade shall be prepared at least one thousand feet ahead of the placing of surfacing materials, and each course of the surfacing shall be completed at least one thousand feet ahead of the succeeding course the exact distance to be governed by the rate at which the contractor is delivering rock.

The final spreading, rolling and filling of the sub-base course shall not precede the placing of the first course of base materials by more than 2,000. The placing of the sub-base materials may precede the placing of the base materials as far as may suit the convenience of the contractor, but in that case, the sub-base materials shall at first be spread to a width of only fourteen feet. Filler shall then be added and the course shall be compacted by rolling, the spreading, filling and rolling following the depositing of the sub-base materials as closely as practicable. From 1,000 to 2,000 feet ahead of the placing of the top materials, the fourteen foot width of sub-base materials shall be loosened up and respread to the full width to which the surfacing is to be constructed. The respread materials shall then be built into a thoroughly compacted and bound sub-base course in the manner hereinbefore specified.

Responsibility for Maintenance:

The contractor will be required to constantly blade and otherwise maintain the surfacing in good condition until such time as he can complete and turn over to the state the whole of the unit being surfaced from a given plant set-up. As soon as each unit being surfaced from a given plant set-up is completed in its entirety, its maintenance will be assumed by the State.

Measurement and Payment:

For the construction of the broken stone surfacing as hereinbefore specified, payment will be made at the prices bid for the following items:

1. Sub-base Materials in Surfacing.
2. Base Materials in Surfacing.
3. Top Materials in Surfacing.
4. Screenings in Surfacing.

The prices bid for those items shall be understood to include and cover the preparing of the subgrade, the furnishing, crushing, screening, loading, hauling, spreading and rolling of the broken stone, the furnishing , hauling and applying of the water, the trimming of the earth shoulders, and all other work and expense involved in the complete construction of the surfacing as hereinbefore specified, except the furnishing, loading and hauling of filler material, which work shall be separately paid for as hereinafter specified.

The quantities to be paid for at the prices bid for the four items designated above will be the quantities of each of the respective sizes or grades of broken stone actually furnished and incorporated in the work. Measurement of the materials will be made in the trucks at the point of loading.

To facilitate the measurement of the materials in trucks, the contractor shall, by striking off or by other means, bring the materials in each load to a level surface with all corners completely filled.

MATERIALS FOR MAINTENANCE AND BETTERMENT PURPOSES

Work to be Done:

Under this specification the contractor shall furnish in stock pile approximately 23,550 cubic yards of broken stone for later use by the State in connection with maintenance and betterment operations.

Quality of Materials, Etcetara:

The broken stone to be furnished for maintenance and betterment purposes shall be broken stone of the same kind and quality as is hereinbefore specified for the broken stone to be furnished for the surfacing work. In this connection, however, attention is called to the fact that cleanness and accurate grading are of particular importance in connection with materials for maintenance and betterment purposes, anddeviations from perfection in these matters which might be permissible in connection with materials for use in surfacing construction will not be permitted in connection with the materials to be delivered in stock piles. Unless all dirt dust, clay and other objectional matter is completely removed by dry screening, the materials shall be made clean by washing.

Acquisition and Development of Sources:

The sources of the rock from which the maintenance and betterment materials are to be manufactured shall be acquired and developed in accordance with the same provisions that apply to the acquiring and the developing of the sources of the rock from which the surfacing materials to be furnished are to be obtained.

Sizes of Materials:

The materials shall be of five sizes, the size designations and the approximate quantities of each size, to be as follows:

2 " - 1 1/2" Materials	8,000	cubic yards
1 1/2" - 1" "	4,400	" "
1" - 1/2" "	3,700	" "
1/2" - 1/4" "	4,500	" "
1 1/2" - 1/4" "	2,950	" "
	23,550	" "

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained on a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings In Screen Thru Which All Must Pass	Size of Openings in Screen On Which All Must Be Retained
2 " - 1 1/2" Matls	2 " circular	1 1/2" circular
1 1/2" - 1" "	1 1/2" "	1" "
1 - 1/2" "	1" "	1/2" "
1/2" - 1/4" "	1/2" "	1/4" square
1 1/2" - 1/4" "	1 1/2" "	1/4" "

Each size of material shall be well graded between the specified maximum and minimum limits.

Place of Delivery:

The materials shall be delivered in stock piles, which stock piles shall be located upon such suitable sites alongside or near the sections of highway which are involved in this project, as the engineer may select and designate.

It is anticipated that the distribution of the materials will be approximately as follows:

1.	At or near Yachats	9,750	cubic yards
2.	At or near San Marine	4,900	" "
3.	At or near Waldport	4,700	" "
4.	Near McKinney Slough	1,700	" "
5.	Near Eckman Slough	2,500	" "
		23,550	" "

Preparation of Stock Pile Sites:

The sites for the stock piles shall be cleared and otherwise prepared in accordance with the instructions of the engineer. The work involved in the preparing of the sites will be considered "extra work" and will be paid for accordingly.

Height and Form of Piles:

The piles shall be no less than ten (10) feet in height, with side slopes not flatter than one and one-half to one. They shall be neat and regular in form, and they shall cover as small areas as practicable.

Measurement and Payment:

For maintenance and betterment materials furnished as specified and ordered, payment will be made at the prices bid for the respective sizes of materials furnished; which prices shall be understood to include and cover all work and expense involvedin the furnishing and stock piling of the materials, except the preparation of the stock pilesites and the transportation of the materials from the crushing plant to the stock pile sites.

The preparing of the stock pile sites will be paid for as "extra work" as hereinbefore provided. The transportation of the materials from the crushing plant to the stock pile sites will be paid for at the price bid per yard mile for "Hauling Broken Stone, Pile Measure."

The quantities of materials to be paid for will be determined by measurement of the materials in the completed stock piles, no allowances being made for settlement or shrinkage.

In determining the number ofyard miles of hauling to be paid for, the actual haul distance from the point at which the materials are loaded to the point at which they are deposited will be used, except in the cases of those materials which are hauled less than one-half mile, in which cases a full half-mile of haul will be allowed for regardless of what the actual length of haul may have been. The volumes of materials hauled will be determined by measurement of the materials in the completed stock piles.

It is understood that the materials to be deliveredat any given stock pile site are to be delivered from whichever one of the two quarries hereinbefore described (Yachats Quarry and Eckman Slough Quarry) is the closer to the stock pile site. In case any of the materials are not so delivered, the expense of the extra hauling work involved shall be borne by the contractor.

F I L L E R

Standard Specification to Apply:

Filler shall be furnished and placed in accordance with the standard specification for "Earth Filler" as the same is given on page 31 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Kind and Source of Materials:

The materials that the contractor will be required to load, haul and incorporate in the surfacing under the item "filler" shall be the stone chips, stone dust, screen rejections and other material produced as a by-product of the quarrying, crushing and screening operations, and/or sand, sand loam, or other suitable material from such sources as the engineer may select and designate.

Payment:

Payment for the furnishing and placing of the filler materials will be made at the price bid per cubic yard for "Filler" whether the same be earth filler, stone chips, stone dust, screen rejections or other material.

Payment for the hauling of the filler will be made at the price bid per yard mile for "Filler Haul".

The basis of measurement shall be as stated in the standard specification for earth filler.

MISCELLANEOUS PROVISIONS

Grading Work Not Completed:

In accepting the award of this contract, the contractor does so with the knowledge that some portions of the roadbed which the surfacing is to be constructed upon, are not completed, and that some portions will not be completed until late in the season of 1930. He agrees that he will coordinate his operations with those of the grading contractor and that he will not interfere with the grading contractor's operations in any way. He agrees that he will make no claim against the State or the State Highway Commission for any extra expense, delay or inconvenience that he may suffer by reason of any failure on the part of the grading contractor to complete any portion or portions of the roadbed as soon as expected or by reason of his (the surfacing contractor) being compelled to construct parts of the surfacing in disconnected units in order to maintain the scheduled performance of the work and to complete the work within the specified time limit.

Schedule of Performa nce:

Actual production of broken stone and actual construction of surfacing shall commence not later than July 1, 1930, and shall proceed thereafter at a daily rate which will insure compliance with the following performance requirements, and completion of the whole of the project within the time specified, due allowances being made for unfavorable weather conditions, breakdowns of equipment, holidays, lost time while moving plant, etcetera.

The sub-base materials shall be in place from the Yachats River Bridge at Yachats, north to a connection with the surfaced streets of Waldport by not later than October 31, 1930.

Enough sub-base materials shall be in place on the Waldport Section by not later than October 31, 1930, to carry traffic on that section during the winter of 1930-1931.

If the grading of the first one and one-half miles from the Yachats River south is completed before the fall rains set in, the sub-base materials shall be placed on that one and one-half miles of the project by not later than October 31, 1930.

Four hundred and fifty (450) cubic yards of the 1 1/2" to 1/4" materials to be furnished in stock pile shall be in stock pile at or near Yachats by not later than October 31, 1930.

Limitation of Operations:

No surfacing materials other than sub-base materials shall be placed during 1930 on embankments in which, in the opinion of the engineer, settlement is likely to occur during the winter of 1930-1931. The placing of the base and top courses of surfacing on such embankments shall be postponed until the late spring or summer of 1931.

No Hauling During Wet Weather:

No hauling of either surfacing materials or maintenance and betterment materials shall be done during wet weather or at other times when the subgrade or the surfacing over which thehauling is to be done is in such condition that it will not sustain the hauling without damage. This provision must be taken into consideration by the contractor in the planning of his operations, and shutdowns on account of unfavorable weather conditions must be anticipated. Enforcement of the provision will not relieve the contractor of his obligation to execute the work in accordance with the schedule of performance hereinbefore specified.

Reshaping Work to be Performed
In Spring of 1931:

All surfacing left in a partially completed state at the end of the 1930 working season, shall be reshaped and otherwise worked over as may be necessary to place the same in suitable condition to receive the additional materials and additional courses which remain to be placed upon it. On those portions of the project on which the sub-base materials have been placed to a width of less than twenty feet, as hereinbefore specified, this work will include a retrenching and reprepuration of the subgrade to permit the reshaping of the sub-base materials to the full twenty-foot width.

The above described work shall be understood to be contemplated in the bid prices and no separate or additional payment will be made for the same.

Disposition of Rejections:

In accord with the provisions which appear on page 15 of the standard specification form under the head "Waste Materials and By-Products to be Property of State", all waste materials and by-products of the quarrying, crushing and screening operations,

including the one-quarter inch materials screened from the maintenance and betterment materials, shall become the property of the state, payment therefor being understood to be included in the payment for the surfacing and for the maintenance materials hereinbefore specified.

If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be used as filler material in the surfacing, they shall be so used, and for the loading, hauling and placing of the materials, so used, the contractor will receive payment in the same manner and at the same prices as he receives payment for any other materials furnished under the item "Filler". If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be hauled and stock piled they shall be so hauled and stock piled, and for the loading, hauling and stock piling, the contractor will receive payment at a price of twenty-five cents ($0.25) per cubic yard, the materials to be measured in the completed stock piles, it being understood that if the materials are hauled more than one-half mile, payment will be made for the part of the haul that is in excess of one-half mile at the price bid per yard mile for "Hauling Broken Stone, Pile Measure", the haul distances to be measured in half-mile units.

Blading and Rolling Equipment:

The blading and rolling equipment furnished and used by the contractor shall include in addition to whatever other equipment may be needed, the following pieces:

One heavy tractor-drawn blade grader with an eight-foot blade and with a suitable scarifier attachment.

Two self-propelled power graders with eight-foot blades.

One heavy wheeled-type road drag.

One ten-ton three-wheeled roller for each fifteen cubic yards of surfacing materials to be placed per hour.

One approved stone spreader.

Tractors and other power units in sufficient number and of sufficient power to adequately manipulate the other equipment.

Each piece of equipment shall be in good condition when brought onto the job and shall be maintained in good working order throughout the progress of the work.

Shaker or Vibratory Screens Required:

The screens used in connection with the production of the broken stone to be furnished under this contract shall be of the shaker or vibratory type, and they shall be of such capacity and shall be so operated that a complete separation of the specified sizes of broken stone is obtained at all times. The use of revolving screens will not be permitted.

ADDITIONAL SPECIAL PROVISIONS

Surety is Liable for Claims Due Industrial Accident Commission:

Section 2991, Oregon Laws, and Section 6716, Oregon Laws as amended by Chapter 24, Laws of 1923, were amended by Chapters 136 and 137, Laws of 1929, by which later amendments claims due the State Industrial Accident Commission are protected by the bond given in connection with a contract for public improvements. Therefore, said Chapters 136 and 137, General Laws of Oregon, 1929, are by this reference thereto made parts of this agreement and of the accompanying bond, to the same extent and for the same purpose as though the conditions and requirements specified in said statutes were written herein, and the conditions and obligations provided for in said statutes shall be deemed to be a part of the conditions and obligations of said bond, and the principal and the surety on said bond hereby agree to promptly pay, as due, the claims of the Industrial Accident Commission as well as claims for material and labor.

ADDITIONAL INSTRUCTIONS TO BIDDERS

Revised Specifications and Contract Agreement Form:

The work to be done is to be done in accordance with the provisions, terms, specifications and requirements set out in the "Standard Specification and Contract Agreement Form" issued by the State Highway Commission under date of January 1, 1929. The bidder is expected to secure for himself a copy of this form and to familiarize himself fully with all of the provisions thereof.

Revised Proposal Form:

The bidder's attention is called to the fact that the proposal form contains some instructions and provisions that did not appear in the proposal form which was in use during the year 1928. All instructions and provisions contained in the proposal form should, therefore, be read carefully.

Bidder's Bonds:

Attention is called to that clause on page 4 of the proposal form which provides that if bidder's bonds are given as proposal guaranty, the same must be executed on the State Highway Commission's standard proposal bond form. The agent of the surety company furnishing the bond should be advised of the requirements stated in that clause, as failure of compliance therewith will result in the rejection of the bid.

RR 144-A

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 144-A

Post Office Building
Portland, Oregon.
Oct. 3, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caulfield
L.J. Caulfield
Highway Engineer.

Encl.

P.S. Enclosed also is one copy of the approved estimate dated 6/20/30, which was used as the basis of the modified project agreement.

L.J.C.

Avg 5709

Oregon Federal Aid Project No. 144, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 25, 1929, by the State Highway Commission of Oregon, and on September 12, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 144, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section A to provide for the construction of a waterbound crushed stone macadam surfacing over the entire length thereof; and by reason thereof, has requested that the estimate of cost approved for said Section A be increased from $152,796.60 to $237,046.15, and that the Federal funds approved and set aside to the credit of said Section A be increased from $95,085.32 to $147,513.81:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred forty-seven thousand, five hundred thirteen and 81/100 dollars ($147,513.81), as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $223,935.25, Federal Aid $139,354.90; one bridge, approved estimate $13,110.90, Federal Aid $8,158.91."

Paragraph (c) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of one hundred forty-seven thousand, five hundred thirteen and 81/100 dollars ($147,513.81), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred thirty-seven thousand, forty-six and 15/100 dollars ($237,046.15), the approved total estimated cost of Section A of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

"The Highway Department will use every means within its power to insure proper and permanent maintenance

of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 4th day of August, 1930, and the Secretary of Agriculture on the 2nd day of September, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

BMS _____
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 144, Section A.

OCT 30 1930

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1407+10 at Waldport and survey station 1873+35.6 at Yachats,

locally known as The Roosevelt Coast Highway. F.A.H.S. Route 2, between Coos Bay and Nebo, Lane County, and designated in the records of this Department as Project No. Section A of 144, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 237,046.15 in lieu of the $95,085.32 approved by Certificate of Sept. 12, 1929, as the total estimated cost of said project, and the sum of $ Section A of 147,513.51/ as the share of the United States, payable under said acts on account of such project, which does not exceed Section A of authorized Federal pro rata share the/ said total estimated cost.

Done at the city of Washington, this 2nd day of September one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Secretary of Agriculture.

8—4830

Cms

PR 144 A

July 29, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 5000,
Portland, Oregon.

Dear Sir:

Our contract with Eilefson & Weygandt for the surfacing of the Waldport-Lane County Line Section (Federal Aid Projects 144-A and 144-C) provided that the rock for the work would be obtained from two quarries designated as the Eckman Quarry and the Yachats Quarry. It has now developed that the Yachats Quarry contains only a very limited quantity of suitable rock, and it will, therefore, be necessary to utilize a third quarry to be known as the Cape Quarry, which quarry is located on Federal Aid Project No. 144-C near Cape Perpetua.

The contractor has agreed to furnish the rock from the three quarries concerned, provided the State will reimburse him for the extra expense involved in moving to and setting up his equipment at the Cape Quarry. A letter agreement to this effect has been entered into with the contractor, and copies of the same are enclosed herewith for your information.

As the State will not expect federal cooperation in the items of extra expense which are to be allowed the contractor, as the agreement provides, we are assuming that no further action in regard to this change in plans will be necessary.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EH
encl.

COPY

July 16, 1930.

Edlefsen & Weygandt,
54 Lewis Street,
Portland, Oregon.

Gentlemen:

Your contract #1197 for surfacing on the Roosevelt Highway from Waldport to the Lane County Line provides for the production of rock from the Eckman and Yachats quarries. You have stripped the Yachats quarry and driven a coyote hole for a shot. The back end of this coyote hole shows rock unsuitable for surfacing and maintenance materials. It seems probable that some good material can be obtained from this quarry for sub-base and base, but that all the material within economical haul can not be obtained here and that the quality will not be suitable for maintenance materials.

After conference with you yesterday, the following procedure was accepted. You will shoot only the front four pockets and will bootleg the face of the quarry along the road, thereby securing for us the best rock to be obtained here. The State will accept a minimum of 10,000 yards of sub-base and base rock from this quarry, to be shovel loaded and not hand picked. This means that the requirement to secure rock having an abrasion of less than 4% will not be enforced at this quarry, but that you will endeavor in your shooting and loading to give us the best rock obtainable.

When in our opinion this source is exhausted and you are requested to move to the Cape Perpetua quarry site, the State will pay you the cost of moving your plant from the Yachats quarry to the Cape quarry, and for setting it up at the new site; and will pay for the additional average haul on all road rock from this new location. We are now prospecting the quarry site at the Cape and will pay the expense of this work.

It was further agreed that when requested, you will shovel over the grade such rock from the Cape quarry as is unsuitable, and we will pay you 50¢ per yard for such material so rejected.

It is agreed that you will not be entitled to added compensation above the contract prices on account of delays during the past week or two and during the time of moving from one quarry to the other, nor for such stripping and coyote holes as may not be used at the Yachats quarry, nor for producing from three quarries instead of two; but that in addition to the contract prices the State will only pay the actual cost of moving your plant and the additional haul on the road rock at 16.2 cents per yard mile truck measure, and 50 cents per yard for rock rejected at the Cape quarry.

The additional haul on rear rock will be computed as follows:

The economic haul divide between Yachats and Eckman quarries is at Station 1540. The estimated haul as contemplated by the contractor in his bid price will be computed for a uniform distribution over the section from Station 1540 to the Lane County Line as if hauled from the Yachats quarry. An accurate record will be kept of the station at which each load of road rock is placed and the quarry from which it came. From this record the "actual haul" as made from the Yachats and Cape quarries will be figured. The difference between the "estimated haul" and the "actual haul" will be the change in haul on account of using two quarries instead of one for this section and on account of any inequality of distribution, and this difference will be adjusted for or against the contractor at the rate of 16.2 cents per yard mile truck measure. It is understood the haul on maintenance rock will be computed from actual point of production to stock pile at bid price per mile.

It is regretted that the Yachats quarry has not turned out better and agreed that a clear understanding should be reached at this time to provide for part of the rock from a more acceptable source. If the above arrangement is satisfactory, please acknowledge your agreement therewith on the attached copy and return for our files. We trust and know you will expedite delivery of sub-base rock to cover the road from Waldport to Yachats at the earliest possible date.

Very truly yours,

(Sgd) E. A. COLLIER

E. A. Collier,
Division Engineer.

EAC:EW

Portland, Oregon.
July 19, 1930.

We hereby accept and agree to the foregoing procedure as modifying our Waldport-Lane County Line surfacing contract.

EDLEFSEN & WEYGANDT

By (Sgd) GORDON WEYGANDT
Mgr.

NR144a

COPY

PACIFIC SPRUCE CORPORATION
Manufacturers
Spruce, Fir, Hemlock, Railroad Timbers
and Box Shooks

Toledo, Oregon

June 23, 1930.

Mr. E. A. Collier, Div. Eng.
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Collier:

Replying to your letter of June 20th in which you authorize us to proceed with the shifting of our railroad between Waldport and Yachats in accordance with our estimate of May 9th, excepting the credit to the State by us for 165 tons of steel and two switches and the additional charge by us of the cost of picking up the steel, namely 8800 lin. ft. at 1½ per foot, and relieving the State of supplying new steel. We are therefore inclosing the revised price in which we have taken out the credit allowed you in our estimate of May 9th for the old steel and incorporated a charge of picking up the steel which cost was not included in the estimate of May 9th as this cost was taken into consideration in the proposed allowance for the old steel of $20.00 a ton where is as is.

Believing now that this revised total price of $15,160.62 is in accordance with our understanding we are preparing to get out the ties and deliver same this week.

In regard to a formal agreement on this matter, due to the fact that our camp, including the cookhouse, storekeepers and timekeepers, etc. will all be laid off prior to starting this work, it will be our plan to perform only a certain part of this work at this time, leaving the final ballasting and surfacing until just before we start up again which may not be until next spring. We have not definitely decided on this procedure but probably what we would like to do is to pick up the steel, lay it on the new grade, do some temporary surfacing and let the matter lay until we get ready to log again. The State, of course, is only concerned in the release of the old right-of-way so that the construction on the new highway may proceed as soon as possible. We, therefore, request that in the agreement it shall be stipulated that payment for this work be made as soon as we abandon the old right-of-way and deed same to the County and release the State from their original contract which called for this new track.

We will probably be able to make the change so that your contractor can proceed by the 15th of July, assuming that final authority is received from you by the end of this week.

Yours very truly,
PACIFIC SPRUCE CORPORATION

(Sgd) DEAN JOHNSON
Vice Pres. & Gen. Mgr.

DJ/CB

Estimate Cost of Removing Pacific Spruce Corporation
Railroad for Waldport-Yachats Section Roosevelt Highway
Length 8800 feet

July 15, 1930.

Collier

Labor Charges:		
Laying Steel, 8800 Lin. ft. at 14¢ per ft.	$ 1,232.00	$ 1,232.00
Pick up steel, 8800 lin. ft. at 11¢ per ft.	968.00	968.00
Ballasting, 3500 cu. yds. at 45¢ per yd.	1,575.00	1,575.00
Hauling ballast and laying steel, locomotive and crew 28 days at $90.00 per day	2,520.00	2,520.00
Shovel and crew digging ballast, 16 days at $55.00	880.00	880.00
Moving shovel to and from pit, 2 days at $55.00	110.00	110.00
Installing switch at north end	70.00	70.00
Installing switch at south end	70.00	- - -
Cut over at North end	70.00	70.00
Cut over at South end	140.00	- - -
Tear out Bridge at South end,	50.00	- - -
Addit. Maint. charge for first 60 days use, 6 days at $70.00 per day	420.00	420.00
Total Labor	$ 8,105.00	$ 7,845.00
Plus 15% for small tools, track equipment, housing, cookhouse expense	1,215.75	1,176.75
	$ 9,320.75	$ 9,021.75
Material Charges:		
Ties, 4700 pcs 7x8-8 at $18.00 FOB Mill	$ 3,158.00	$ 3,158.00
4 Transfers at $150.00	600.00	600.00
65 boxes spikes at $8.00	520.00	520.00
10 boxes of bolts at $12.00	120.00	120.00
2 switches complete at $100.00	200.00	(1) 100.00
Total material	$ 4,598.00	$ 4,498.00
Total Labor Charges	$ 9,320.75	$ 9,021.75
Total Material Charges	4,598.00	4,498.00
	$13,918.75	$13,519.75
Plus 10% for superintendence and contingencies	1,391.87	1,361.97
	$15,310.62	$14,881.72
Credit for 2 switches at $75.00	150.00	75.00
	$15,160.62	$14,806.72
Total estimate completed change	$ 15,160.62	$ 14,806.72

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

May 23, 1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. B. Van Duzer, Chairman
State Highway Commission
Box 2168
Portland, Oregon

MAY 23 1930

Dear Sir:

I am sending you herewith a copy of the letter from the Pacific Spruce Corporation dated May 9 and also their latest revised estimate for relaying 8800 lineal feet of track made necessary by the construction of the Waldport Section of the Roosevelt Coast Highway. In this you will note that their estimate is $10,636.10, to which should be added the rails f.o.b. the job, which makes the total cost $15,696.10.

For your information I am also enclosing a copy of their letter of April 4, Mr. Collier's later letter of May 6, together with his revised estimate of May 6, which totals $13,735.00. This was not acceptable to Mr. Johnson and his letter of May 9 followed with his revised estimate.

You will note that included in the material charges, the ties are billed at $18.00 f.o.b. the mill and that we are charged at the rate of $150.00 for each transfer of the cars across the Yaquina River. Also 10% is added to the total for superintendence and contingencies.

When negotiations were first begun, it was stated that there was little possibility of the camp being closed down. However, in view of later developments since they are now running the mill on a short time basis, this condition may be changed. If this track could be shifted to the new grade without shipping in new steel, there should be a saving in the neighborhood of $1,600.00.

I would be very glad if you would take this matter up with Mr. Johnson personally with the idea of working the situation out along these lines. I would say, however, that it will be necessary to handle this matter very soon, as our contractor is reaching the point where he

will have to get in on this work as the balance of the job is near completion.

For your further information, I am enclosing herewith a copy of the agreement drawn by Mr. Devers which was intended to cover this transaction with the Pacific Spruce Corporation. Would be pleased to have you look this over also.

Very truly yours,

Roy G. Klein

State Highway Engineer

RAK:HI

PACIFIC SPRUCE CORPORATION

Toledo, Oregon
April 4, 1930

COPY

Mr. E. A. Collier
Division Engineer,
Oregon State Highway Com.
Salem, Oregon.

Dear Sir:

With reference to the telephone conversation of Tuesday, April 1st, in which you asked us to take over the completion of the change in our main line South of Waldport - I wish to advise that in conjunction with your resident engineer, Mr. Peterson, we have gone into this matter quite thoroughly.

As explained to Mr. Peterson there is some work to do before the new grade will be ready for the ties, consisting of surface grading, filling in of bridge ends, ditches, etc. Mr. Peterson advised us that it was their plan to rush this part of the work to the earliest possible completion. We understand that you are desirous of having us take over the work from there on with the view of abandoning our present line as soon as possible for the construction of the new highway.

We do not see how this can be accomplished without interruption to our trains at any time in the ne r future without the purchase of steel as the new track must be laid and thoroughly ballasted before our trains could go over it and due to the new ness of the grade, if it is to be used at once, a consid rable crew would have to be maintained on this new track for about sixty days after the trains are started over it in order to keep it usable. However, we would be in a position to undertake this work at this time as we happen to have a locomotive, dump cars, and shovel, temporarily idel and we could put on an extra force of men, locate them in tents at our camp and undertake the work at this time.

The cost to the State would be $17,600.00 and we would endeavor to complete in from 30 to 60 days afte the grade is ready for the ties. If you would prefer to have us do this please advise as early as possible so that we may order the rail and get the work started early. We would not have equipment available to do this work in the late spring or summer.

Yours truly,
PACIFIC SPRUCE CORPORATION

(Signed) Dean Johnson
Vice Pres. & Gen Mgr.

DJ/CB

PACIFIC SPRUCE CORPORATION

Toledo, Ore.

May 9, 1930

Mr. E. A. Collier, Div. Eng.
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Collier:

Replying to your letter of May 6th, wish to advise that we have gone over this matter again very carefully and inclose detailed estimate of our costs covering labor, material, superintendence and contingencies. The principal differences in our estimate and yours are as follows:

In regard to the $50.00 for tearing out the bridge at the South end of the change - under the plan that we would make the cut over it would be necessary to tear out this bridge simultaneously with other work and we do not believe it practical for us to hunt up your contractor and work his crew in with ours as it may cause delay.

In regard to the additional maintenance charge for the first sixty days use - we can not concur with your idea that our cost is offset by reason of new ties and stringers because ties and stringers on our present line are suitable for the balance of the time that we expect to use that section of the line. The item of $420.00 is really a construction charge and should not be called a maintenance charge when it is considered that you want us to change over onto a new grade and use it immediately.

With regard to the rail - the quotation that we have is on 62# rail. We have no quotation on suitable 60# rail. The price that we have been quoted on the 62# rail is very low; in fact lower than any steel we have bought and it is not likely that we would be able to buy 60# rail at the same price per ton. We are perfectly willing, however, to use 60# relay but believe 62# relay at the price quoted is cheaper than the 60# can probably be bought for. Therefore, for the sake of eliminating any controversy on this matter, we have left out the item of rail with the thought that you, either directly or through us, can have the privilege of purchasing suitable rail on the most favorable basis. We have, therefore, left out the item of rail, the freight on same and the transferring of same to the job, anticipating that you might purchase the rail for delivery by rail or even b truck. If you should purchase in California as we had considered doing, the freight rate on our vessel would be $4.00 a ton and the usual transfer charge of $150.00 a transfer would apply.

We do not see how we can afford to undertake this work at any price lower than the price quoted herein, namely, $10,636.10, you to furnish rail delivered on the job, and of course, the estimate is based upon Mr. Peterson's promise to have the grade properly surfaced and drained and to have all bridge ends properly filled before steel laying commences.

PACIFIC SPRUCE CORPORATION

Toledo, Oregon

2 - E. A. Collier, Div. Eng.

If you should decide to buy the steel through us, we have the following quotations:

170 tons 62# #1 relay steel	
at $24.00 F. A. S. California	$4,080.00
2 transfers at $150.00	300.00
Freight to Newport at $4.00 a ton	680.00
	$5,060.00

165 tons 60# #1 relay steel	
at $27.00 F. A. S. California	4,455.00
2 transfers at $150.00	300.00
Freight to Newport at $4.00 a ton	660.00
	$5,415.00

From your letter we note that you are anxious to have this work completed as soon as possible. As previously stated if this cannot be done we would not be in a position to release our equipment for this work at a later date. We, therefore, request that if you want us to undertake this job, please prepare the necessary papers so that we can get started as we absolutely can not do it later on.

Yours truly,
PACIFIC SPRUCE CORPORATION

(Signed) Dean Johnson
Vice Pres. & Gen. Mgr.

DJ?CB

Estimated Cost of Removing Pacific Spruce Corporation Railroad for Waldport-Yachats Section of Roosevelt Highway - Length 8800 feet.

COPY

Labor Charges		
Laying Steel, 8800 lin. ft. at 14¢ per ft.	$1,232.00	
Ballasting, 3500 cu. yds. at 45¢ per cu. yd.	1,575.00	
Hauling ballast and laying steel,		
Locomotive and crew, 28 days at $90 per day	2,520.00	
Shovel and crew digging ballast,		
16days at $55.00	880.00	
Moving shovel to and from pit, 2 days at $55	110.00	
Installing switch at north end	70.00	
Installing switch at south end	70.00	
Cut over at north end	70.00	
Cut over at south end	140.00	
Tear out bridge south end	50.00	
Additional maintenance charge for first		
60 days use, 6 days at $70.00	420.00	
Total Labor		$7,137.00
Plus 15% for small tools, track equipment, additional housing, etc.		1,070.55
		$8,207.55
Material Charges		
Ties, 4700 pcs 7x8-8 at $18.00 F. O. B. mill	$3,158.00	
4 transfers at $150.00	600.00	
65 boxes of spikes at $8.00	520.00	
10 boxes of bolts at $12.00	120.00	
2 switches complete at $100.00	200.00	
Total Material		4,598.00
Total Labor Charges	$ 8,207.55	
Total Material Charges	4,598.00	
	$12,805.55	
Plus 10% for Supt. and contingencies	1,280.55	
	$14,086.10	
Credit for 165 tons rails as is at $20.00 per ton	$3300.00	
Credit for 2 switches at $75.00	150.00	3,450.00
Total estimate for completed change assuming that the Highway Dept. delivers the steel on the ground.		$10,636.10

COPY

May 6, 1930

Mr. Dean Johnson, Gen. Mgr.
Pacific Spruce Corp.
Toledo, Oregon

Dear Mr. Johnson:

After conference with yourself and Mr. Jacoby and careful study I have prepared and enclose herewith a revised estimate of the cost of moving your railroad from its present position to the new grade on the Waldport-Yachats Section. The necessity for shifting this railroad is something neither of us like for it will disturb your operations and will cost us considerable money. However, it must be done and it appears mutually advantageous for your forces to perform the work.

In comparing this revised cost with your first estimate, you will note changes as follows: under "Labor", "Tear out bridge south end, $50.00". Our grading contractor will do this as soon as you notify our resident engineer that it can be done. "Additional maintenance charge for first 60 days' use, $420.00". On this new line you will have all new ties and all new trestles. The reduction in maintenance on these structures should much more than offset this additional track maintenance. Under "Material Charges", the cost of rail has been figured at the quotation secured by your man and the weight of 165 tons is arrived at for 60# relay, which is the weight now in place on your track, instead of 62# relay. The length of line, 8800 feet, includes some 250 feet south of the bridge at the south end. We will pay for rails and ties on receipt of invoice if you wish, and can not see that any contingencies could arise on the material charges or freight. I figure the total cost, including an allowance of 15% on labor and rental charges to cover superintendence, small tools, additional housing, etc., would be $13,735.05.

You perhaps have a quarter of a mile or more of steel rail now on hand which you could use on this line, thereby reducing the amount necessary to purchase, and item for freight accordingly. There are in the present line 10% to 20% of ties placed during the last year, which would have some salvage value.

We are willing to pay you $13,735.05 as a lump sum in full compensation for labor and material required to make this change, or we are willing to pay you actual cost for material and labor, superintendence

and rental of equipment required to do this work. In either case, we would like the work done as soon as you can, and expect that by the time steel rails could come up by boat from California, the grade would be in shape to lay track. Our contractor has opened ditches through all the cuts, but some of them are still soft from recent rains. With the first dry weather, he will smooth up this entire job.

Should either of these propositions be agreeable to you, we can prepare a formal agreement or contract to be executed by the Highway Commission.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

ESTIMATED COST OF MOVING SPRUCE RAILROAD

FOR WALDPORT-YACHATS SECTION OF ROOSEVELT COAST HIGHWAY

Length, 8800 feet. May 6, 1930.

Labor Charges:

Laying steel, 8800 lin. ft. at 14¢ per ft.	$ 1,232.00	
Ballasting, 3500 cu. yds. at 45¢ per cu. yd.	1,575.00	
Hauling ballast and laying steel, locomotive and crew, 28 days at $90.00 per day	2,520.00	
Shovel and crew digging ballast, 16 days at $55.00	880.00	
Moving shovel to and from pit, 2 days at $55.00	110.00	
Installing switch at north end	70.00	
Installing switch at south end	70.00	
Cut over at north end	70.00	
Cut over at south end	140.00	
Total Labor	$ 6,667.00	
Plus 15% for superintendence, small tools, additional housing, etc.,	1,000.05	
		$ 7,667.05

Material Charges:

Ties for 8800 ft. less 630 ft. now on trestle			
4700 pcs. 7"x8"x8' at $18.00 per M FOB mill Toledo		$ 3,158.00	
4 transfers at $150.00		600.00	
Rails, 165 tons of 60# relay at $24.00 per ton, angle bars weighed in F. A. S. Calif.		3,960.00	
Freight to Newport, 165 tons at $4.00		660.00	
2 transfers at $150.00		300.00	
65 boxes of spikes at $8.00		520.00	
10 boxes of bolts at $12.00		120.00	
2 switches complete at $100.00		200.00	
Total		$ 9,518.00	
Credit for 165 tons rails as is at $20.-	$3300.00		
Credit for 2 switches at $75.00	150.00	3,450.00	
			$ 6,068.00
			$ 13,735.05

This contract form better addresses RMC

THIS AGREEMENT, made and entered into this 20th day of May, A. D. 1930, by and between the United States Spruce Production Corporation, party of the first part; the Pacific Spruce Corporation, party of the second part; the State of Oregon, through its State Highway Commission, hereinafter called the "state", party of the third part; and the County of Lincoln, a political subdivision of the State of Oregon, hereinafter called the "county", party of the fourth part,

W I T N E S S E T H :

That, WHEREAS, the said parties on the 3rd day of June, A. D. 1929, entered into a written agreement covering the construction of a portion of the Roosevelt Highway lying between Waldport and Yachats in Lincoln County, the right of way for which said highway encroached upon rights of way and property of the parties of the first and second part at certain points designated in said agreement, and

WHEREAS, in said agreement the parties of the third and fourth part were granted an easement over, along and upon certain property or rights of way of the parties of the first and second part, which lands upon which said easements were granted were particularly described in said agreement, and

WHEREAS, said easements were granted upon certain conditions, all of which were particularly set out in said agreement, some of which conditions were as follows:

"When the said new railroad grade has been constructed, ties and rails of a kind and quality equal to those now existing in the present railroad shall be laid on the new grade after same has been allowed a reasonable period for settlement. Immediately following the placing of ties and rails on the new grade, sand ballast of a kind and quality equal to the sand ballast now in use on the present existing railroad, will be placed to a depth equal to thickness of the ties. This ballast shall be well tamped under the ties and the rails brought to true line, grade and surface, the cost of this work to be borne by the county and/or the state.

"In general it is understood that the county and/or state is to build and turn over to the parties of the first and second part a railroad complete in all respects and as good as the present logging railroad, it being further understood that when the new railroad is built and ready to operate that the state and county are to become possessed of and have title to the rails, ties, switches, frogs and other equipment now in use on that section of the present railroad covered by this grant.

"Provided, that said county and/or state may construct the said railroad in units or sections and whenever any one or more units or sections are complete, including all necessary physical connections, the trains of said first and second parties shall be shifted to and thereafter operated over said completed unit or units. The corresponding unit or units of the present existing railroad shall thereupon be released for the use and appropriation of the state and/or county.

"In view of the fact that the contemplated length of this new railroad is approximate 1½ miles, it may be necessary, and it is hereby mutually agreed, that the state and county may make

the change from the present existing railroad to the new line in successive changes, it being further understood that these changes are not to discommode or inconvenience the operation of the railroad and logging equipment.

"Notwithstanding any references in this contract to material, such as ties, 'of a kind and quality equal to those now existing in the present railroad,' neither ties nor bridge or trestle timber from the present railroad of parties of the first and second parts shall be used in or be made a part of said new railroad or railroad grade."

and

WHEREAS, the parties of the third and fourth part have met all the terms and conditions imposed upon them by said agreement and have satisfied all their obligations save and except the terms, conditions and obligations set out in the foregoing excerpts taken from the said agreement, and the parties to this agreement have mutually agreed to modify the said original agreement as in this agreement provided,

NOW, THEREFORE, the premises being in general as above stated, it is hereby agreed by and between the parties hereto that all the obligations devolving upon the county and the state and all the things enumerated to be done by the county and the state as set forth in the said foregoing excerpts taken from said original agreement shall be done by the first and second parties at their sole cost and expense, and the county and the state shall be relieved from any responsibility or obligation to perform any of the said things or conditions.

It is agreed and understood by and between the parties hereto that the said first and second parties shall furnish at their sole cost and expense all labor, materials, equipment, facilities and everything necessary to complete the work provided for in said contract as reflected and disclosed in the foregoing excerpts taken from said original agreement and the performance of said work. The furnishing of said materials, equipment and facilities by the said parties of the first and second part shall be deemed a full and complete performance of the terms of the said original agreement.

In consideration of the completion of said work and the furnishing of all tools, equipment, materials and labor, the state and the county agree to pay the said parties of the first and second part the sum of $15,696.10, and further agree that the said parties of the first and second part may keep and retain and become the owners of the steel which may be salvaged in the performance of said agreement; and it is specifically agreed by and between the parties hereto that the payment of the said sum of $15,696.10 by the state and the county to the parties of the first and second part, and the right to salvage the said steel, shall be full and complete satisfaction and performance by the state and the county of all the conditions and obligations to be done or performed by the state and the county either under this supplemental agreement or the original agreement.

It is further agreed and unddrstood that this agreement shall be deemed supplemental to the said original agreement, and that save and except as said original agreement is modified by the terms of this supplemental agreement the said original agreement shall remain in full force

and effect until the termination thereof by the terms of said original agreement.

It is further agreed and understood that parties of the first and second part shall have all the steel and ties or other railroad equipment removed from the present railroad roadbed on or before July 1, 1930, so that on or before said date the county and state may have possession of said roadbed and may proceed with its highway construction. IN WITNESS WHEREOF, the parties hereto have caused these presents by their proper officials the day and year first above written.

U.S.SPRUCE PRODUCTION CORPORATION

By _____
President

Attest _____
Secretary
Party of the First Part

PACIFIC SPRUCE CORPORATION,

By _____
Vice President

Attest _____
Asst.Secretary-Treasurer
Party of the Second Part

STATE OF OREGON, by its State Highway Commission

By _____
Chairman

Attest:

_____
Secretary

By _____
Commissioner

By _____
Commissioner

LINCOLN COUNTY

By _____
County Judge

Attest:

By _____
County Commissioner

_____
County Clerk

By _____
County Commissioner

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

On this ____ day of _____, 1930, before me, a Notary Public in and for said county and state, appeared Chas. Van Way and C. R. Sweetser, to me personally known, who, being each duly sworn, did say that they are the President and Secretary, respectively, of the U.S.Spruce Production Corporation, and that the seal affixed to this instrument is the corporate seal of said corporation, and that the within agreement was signed and sealed on behalf of said corporation by authority of its board of directors; and said Chas. Van Way and C. R. Sweetser acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
COUNTY OF LINCOLN)

On this ___ day of ____, 1930, before me, a Notary Public in and for said county and state, appeared Dean Johnson and J. F. Markham to me personally known, who, each being duly sworn, did say that they are the Vice President and Assistant Secretary-Treasurer, respectively, of Pacific Spruce Corporation, and that the seal affixed to the within instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed on behalf of said corporation by authority of its board of directors; and said Dean Johnson and J. F. Markham acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and official seal the day and year first above written.

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
COUNTY OF LINCOLN)

On this ____ day of _____, 1930, before me, a Notary Public in and for said county and state, appeared F. C. Robison, Andrew Kent and Jay W. Dunn, to me personally known, who, each being duly sworn, did say that he, said F. C. Robison, is county judge of the county of Lincoln, State of Oregon, and that he, said Andrew Kent, and that he, Jay W. Dunn, are the county commissioners of the county of Lincoln, state of Oregon, and that the seal affixed to the within instrument is the seal of said county, and that said instrument was signed and sealed on behalf of said county by the county court thereof; and the said F.C. Robison, Andrew Kent and Jay W. Dunn acknowledged said instrument to be the free act and deed of said county of Lincoln.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public for Oregon
My commission expires:

STATE OF OREGON)
) ss.
COUNTY OF MARION)

On this ____ day of _____, 1930, before me, a Notary Public in and for said county and state, appeared H. B. Van Duzer, C. E. Gates and Robert W. Sawyer, to me personally known, who, being each duly sworn, did say that he, said H. B. Van Duzer, is the Chairman of the State Highway Commission of Oregon, and that he, the said C. E. Gates, and he, the said Robert W. Sawyer, are State Highway Commissioners of the State of Oregon; that the seal affixed to the within instrument is the seal of the State Highway Commission, and that said instrument was signed and sealed on behalf of said state by said commission; and the said chairman of said commissioners acknowledged said instrument to be the free act and deed of said state, by said state highway commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

_____
Notary Public for Oregon
My commission expires:

Form 30—E-15500—2500—2-30.

PR 1446

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 21, 1930

Job name Waldport - Yachats Grading

Highway Roosevelt - Coast

County Lincoln Job prefix ZIPH

Week from June 14 to June 21

Mail address Waldport

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors finished grade from Station 1600 to 1734 this week. Shovel is working in cut above Seawall and will finish this portion of grade this coming week.

Engr crew of 3 men worked 3 days on this section this week

NOTED
E. A. COLLI.

RECEIVED
JUN 1930
DIVISION ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed Carl B Petersen

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project 8.87

Miles completed 6 1/2

Miles completed except finishing .5

Total cubic yards in project 160000

Cubic yards moved to date 14-0000

Miles covered by contractor's forces 3

Miles cross-sectioned 5-5-0

Miles cross-sections completed and checked 7

Miles to be remeasured 1.87-

Number men in Engineering Party 2

Contractor's average force for week 10 men,
3 Iron Mules
2 Cats teams, 1 P & H steam shovels
2 Trucks

Grading work will be completed about July 31 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 21PH Percentage 50%
2. 21PJ Percentage 50%
3. Percentage
4. Percentage

F.C

PR-44A

June 20, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Waldport-Yachats Section, Project No. 144-A.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Pinkert,
Office Engineer.

Dictated by J. W. Mach/ER.

encls

Oregon State Highway Department — Project 144-A

WALDPORT-YACHATS SECTION OF THE ROOSEVELT COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, June 20th, 1930.

GRADING

All Required	Clearing and Grubbing		$15,400.00
146,000 cu. yds.	Common Excavation	$0.27	39,420.00
14,000 cu. yds.	Solid Rock Excavation	1.00	14,000.00
600 cu. yds.	Rock Excavation for Wall	1.25	750.00
180,000 yd. sta.	Overhaul	0.02	3,600.00
9,200 yds. mls	Truck Haul	0.15	1,380.00
350 cu. yds.	Class "A" Concrete	20.00	7,000.00
30 cu. yds.	Class "C" Concrete	20.00	600.00
1,200 cu. yds.	Rubble Masonry	15.00	24,800.00
200 cu. yds.	Rip Rap	5.00	1,000.00
24,000 lbs.	Metal Reinforcement	0.06	1,440.00
60 M/FBM	Lumber & Timber	50.00	3,430.00
6,300 lin. ft.	Timber Piling	0.54	3,402.00
40 lin. ft.	2' x 2' Timber Culverts	1.25	50.00
70 lin. ft.	3' x 3' " "	2.25	157.50
80 lin. ft.	4' x 4' " "	3.00	240.00
150 lin. ft.	12" Concrete Pipe	1.15	172.50
1,000 lin. ft.	18" " "	1.15	1,150.00
1,600 lin. ft.	24" " "	2.90	4,640.00
1,000 lin. ft.	30" " "	4.00	4,000.00
80 lin. ft.	36" " "	5.50	440.00
400 lin. ft.	6" Vitrous Drain Tile	0.50	200.00
85 cu. yds.	Concrete Guard Railing	25.00	2,125.00
			$186,987.00

SURFACING

6,150 cu. yds.	Sub-base materials in surfacing	2.37	14,575.50
16,920 cu. yds.	Base materials in surfacing	2.37	38,304.00
2,200 cu. yds.	Top materials in surfacing	2.45	5,346.00
5,700 cu. yds.	Screenings in surfacing	2.43	13,851.00
3,920 cu. yds.	Filler	0.40	1,580.00
15,200 yd. mls.	Filler Haul	0.10	1,344.00
			$ 75,000.50
	Sub-total		$262,077.50
	10% Engrg. and Cont.		20,257.75
	Total (Roadway)		$282,335.25

BIG CREEK BRIDGE

120 cu. yds.	Excavation	$4.00	$ 480.00
10 cu. yds.	" below plans	10.00	100.00
1,700 lin. ft.	Foundation Piling	0.50	850.00
180 cu. yds.	Class "A" Concrete	25.00	4,500.00
81 cu. yds.	Class "D" Concrete	25.00	2,025.00
55,060 lbs.	Metal Reinforcement	0.06	3,600.00
852 lin. ft.	Concrete Handrail	4.50	1,854.00
		Sub-total	$11,819.00
		10% Engr. & Cont.	1,181.90
		Total (structure)	$13,110.90

Gross length of project (including Big Creek Br.) 0.815 miles

Length Big Creek Bridge .025 miles

Net length of project (excluding Bridge) 0.790 miles

Cost per mile $25,470.15

SUMMARY

Item	Federal Aid	State Funds	Total
Roadway	$130,264.90 (69.25%)	$24,530.25	$154,795.15
Bridge	9,182.91 (69.75%)	4,291.99	13,110.90
	$147,823.81	$28,822.34	$167,906.15

State Funds for construction: Chapter 178, laws 1917: Chapter 51, laws 1920.
State Funds for maintenance: Chapter 41, laws 1927.

PR14qa

COMMISSIONERS
H. S. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

June 20, 1930

NOTED
State Highway Engineer

Mr. Dean Johnson, Gen. Mgr.
Pacific Spruce Corp.
Toledo, Oregon

File 21 P8

Dear Sir:

Confirming our telephone conversation of last night, we wish you to make the shift of your railroad required by the new location of the Roosevelt Highway between Waldport and Yachats. On account of temporary suspension of railroad operations, you have offered to move the steel on the present track over to the new grade, starting on or before July 5.

Due to this change in the procedure as originally planned, there will be a reduction in cost. Within a few days, we will mail you an agreement covering this work.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein

PR 1440

June 17, 1930

Edlefsen-Weyandt Co.
280 Front Street
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Waldport and Waldport-Lane County Line Section of the Roosevelt Coast and Alsea Highways in Lincoln County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

Form 39—R-15000—2500—1-30.

OR[illegible]OF[illegible]TATE HIGHWAY DEPARTMI[illegible]

PR 144 a

NOTE

FIELD ENGINEER'S WEEKLY REPORT

Date June 7, 1930

Job name Waldport - Lane Co Line Surfacing

Highway Roosevelt-Coast

County Lincoln Job prefix 21 PM

Week from May 31 to June 7

Mail address Waldport

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor started stripping Quarry + temporary road at the Yachats Quarry this week with a gang of 8 men.

Also putting down a few test holes at the Eckman Slough Quarry

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed Carl A Peterson

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will *ab* .....

Numl *Engineering Party* .....

DISTRIBUTION OF TIME

L st [illegible] upon which you have worked this week with perce ntage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

CC 44C-A

June 7, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We have your letter of June 6, in regard to the sidewalk which we propose to construct along the sea wall which is being built on the Waldport-Yachats Section, Federal Aid Project No. 144-A.

What we have in mind is to construct a concrete sidewalk four inches in thickness by two feet in width along the entire length of the sea wall, and to construct along with this walk a curb twelve inches in height, six inches in width at the top and eight inches in width at the base.

As we do not expect to ask for federal aid in the cost of this walk and curb, we assume that it will not be necessary to submit detailed plans and estimates.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

It is our understanding that you intend to build some sidewalk and steps along the seawall on Oregon Federal Aid Project No. 144-A, Waldport-Yachats Section of Roosevelt Coast Highway. Will you kindly give us definite advice concerning this matter, and also submit the customary number of such plan sheets as have been revised?

Very truly yours,

W. H. LYNCH
District Engineer.

JUN 7 1930

PR 1440

May 28, 1930

Edlefsen-Waygandt Company
280 Front Street
Portland, Oregon

Dear Sirs:

We are sending you today by express four copies of contract no. 1197 which was awarded to you by the State Highway Commission at its meeting on May 22 covering the surfacing of the Waldport and Waldport-Lane County Line Sections of the Roosevelt and Alsea Highways in Lincoln County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission? When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

FA 144a

May 24, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Reference is made to your letter of May 21, advising that your approval of the Baldpate-Yamhill surfacing project, (Federal Aid Project No. 144-A) is being made with the understanding that satisfactory arrangements will be made for the control of the quantity of filler material to be used in the surfacing construction.

In line with this requirement, we are today instructing the engineers who will have supervision over this work to limit the quantity of filler to fifteen per cent of the quantity of rock used in the surfacing construction.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

May 21, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are today recommending for approval the necessary papers for modifying of the project agreement covering Oregon Federal Aid Project No. 144-Section A, the Waldport-Yachats Section of the Roosevelt Coast Highway for the purpose of surfacing this project.

It is noted that no limit was placed on the filler to be used. In numerous instances this question has been discussed, and it will be necessary that the filler be limited to not over 15%. Reference is made to our letter of February 25, 1930, and your reply of February 26, 1930, on Oregon Federal Aid Project Nos. 62-A and 139-B, which had reference to specifications of the same wording as the ones under di scussion.

Our approval of this project is subject to this matter being satisfactorily settled.

Very truly yours,

W. H. LYNCH
District Engineer.

PR-144A

May 18, 1950.

Mr. H. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications and five sets of special provisions for the surfacing of the Waldport-Yachats Section, Project 144-A.

Under separate cover we are sending five blue print copies of Sheet No. 2 of the plans which has been revised to show the typical section for surfacing.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. Nash/AP
Enclosures

Oregon State Highway Department — Project No. 144-A

WALDPORT-YACHATS SECTION OF THE ROOSEVELT COAST HIGHWAY

IN LINCOLN COUNTY

(Estimate with surfacing specifications. Not as basis for modified agreement.)

Salem, Oregon, May 19, 1930.

6,150 cu.yds	Sub-base Matls. in Surfacing	$2.30	$14,145.00
16,800 cu.yds	Base Matls. in Surfacing	2.30	37,260.00
2,200 cu.yds	Top Matls. in Surfacing	2.30	5,060.00
5,700 cu.yds	Screenings	2.30	13,110.00
3,950 cu.yds	Filler	.30	1,185.00
15,800 yd.mi.	Filler Haul	.20	3,160.00
		Sub-total	$73,920.00
		10% Engr. & Cont.	7,392.00
		Total	$81,312.00

Length of Project (Incl. Big Crk. Br.) 8.813 miles
Length of Big Creek Bridge .023 "
Length of Project (Excl. bridge) 8.790 "

Cost per mile (Surfacing) $9,250.51

State Funds Available	$30,711.55
Federal Aid Requested	50,600.45 (62.25%)
	$80,312.00

PF 144a

May 7, 1930

Memorandum

Mr. E. A. Collier:

I talked to Mr. Devers this morning about the arrangements with the Pacific Spruce Corporation proposed for handling the relaying of the track on the spruce railroad on the Waldport-Yachats Section with particular reference to whether there was sufficient authority for us to make such an agreement without advertising for bids. Mr. Devers said that he thought this could be handled as we have proposed either on a lump sum or by force account, since it is in effect a right of way consideration and offers a method of doing the work to our mutual advantage. Accordingly, I today mailed out your letter of May 6 to Mr. Dean Johnson as it was written, without making any changes.

RAK:HI

#1093
210H
PR1446

Pacific Pumping Company, Inc.

February 14, 1930

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:
Gentlemen:

A short time ago we informed you that the Pacific Pumping Company, Inc., had a claim against the Edlefson-Weygandt Company in the sum of $35.00 for the rental of certain pumping equipment.

We have today received a letter from the Pacific Pumping Company to the effect that this claim is not against the Edlefson-Weygandt Company but is against a man by the name of Harry Thomas. We have been requested by the Pacific Pumping Company to write you to the effect that they have no claim against the Edlefson-Weygandt Company, hence this letter.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
cc Edlefson-Weygandt Company
cc Pacific Pumping Company, Inc.
529 Flanders Street
Portland, Oregon

BROADWAY 3448
BROADWAY 7117

Pacific Pumping Company, Inc.

329 FLANDERS STREET

PORTLAND, OREGON

Feb. 13, 1930

Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

On Jan. 25, we wrote you, correcting our claim against John R. Dickson on State Highway Contract 1088, and explaining that the deduction of $35.00 was for time that Harry Thomas took the pump off Dickson's job and used it on Edlefson-Weygandt's job, State Highway Contract 1093. We stated that we had a claim against Harry Thomas for this amount, $35.00. Evidently we did not make it clear that it was Thomas, and not Edlefson-Weygandt, that we are holding responsible, and you wrote Edlefson-Weygandt, informing them of this claim against them.

Please make any necessary corrections on your records to show this as a claim against Harry Thomas, bonded by U.S. Fidelity and Guaranty Co.,of Maryland, and not a claim against Edlefson-Weygandt.

We do not wish to file any claim against Edlefson-Weygandt Co., and would prefer to let the matter go entirely rather than take such action. We do wish to collect this from Harry Thomas.

We should appreciate your writing to Edlefson-Weygandt Co., and informing them that there is no claim against them in this matter.

We regret that the lack of clarity in our letter of Jan. 25th should have caused this error, and thank you for your trouble in correcting it.

Very truly yours,

PACIFIC PUMPING CO., INC.

S. B. Huntting

SBH:b

ANSWERED
H. B. G.

#1093
218A

PR 144a

January 29, 1935

Fidelity & Deposit Co. of Md.
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from the Pacific Pumping Company, Inc. of Portland to the effect that they have a claim against the Edlefsen-Weygandt Company in the sum of $35.00 for the rental of pumping equipment used in connection with this company's contract for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County, state highway contract #1035.

This information is given you as you appear as surety on the bond furnished by the Edlefsen-Weygandt Company in connection with this contract.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

cc Edlefsen-Weygandt Co.

Pacific Pumping Company, Inc.

January 29, 1930

Pacific Pumping Co., Inc.
329 Flanders Street
Portland, Oregon

Attention Mr. S. B. Huntting.

Gentlemen:

This acknowledges receipt of your letter of the 25th inst. advising that your claim against Mr. Dickson for pump rentals in connection with his contract for the construction of Four-Mile Creek and others near Bandon, should be in the sum of $135.36 instead of $170.36 mentioned previously.

We are today making a notation of this in our records.

Replying to the last paragraph of your letter, will say that the surety on the bond furnished by the Edlefsen-Waygandt Company in connection with its contract #1093 for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway in Lane County is the Fidelity and Deposit Company of Maryland, for whom Clarence D. Porter is local agent, with offices in the Failing Building, Portland, Oregon.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

BROADWAY 3445
BROADWAY 7117

Pacific Pumping Company, Inc.

329 FLANDERS STREET

PORTLAND, OREGON

Jan. 25, 1930

Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

The Metropolitan Casualty Insurance Company, bonding company for John R. Dickson on State highway contract 1088 for construction of bridges over Four-Mile Creek and others near Bandon in Coos County, on the Roosevelt Coast Highway, has requested us to write you in regard to a correction in our claim against Mr. Dickson.

We had a claim for 170.36 against Mr. Dickson for pump rentals on this job. Mr. Dickson has notified us that of this amount $35.00 is not applicable to this job, as the pump was removed from the job for one month and used on another highway job being done by Edlefson-Weygandt Co. The rental for this month it was not on contract 1088, for which the bonding company is settling Mr. Dickwon's bills, is 35.00, and should be deducted from the former claim of 170.36, leaving us with a claim of 135.36 against this job.

Enclosed is a copy of the statement we have sent to the Metropolitan Casualty Insurance Co. of N.Y., showing the correction.

Please advise us what the contract number for Edlefson-Weygandt's job near Waldport, Oregon, was, as we have a claim for this 35.00 against them. #1093

Very truly yours,

PACIFIC PUMPING CO., Inc.

S. B. Huntting

SBH:B

ANSWERED
H. B. C.

#1093

C. N. Laughridge
Deputy Secretary

2194

1 P 1442a

...ific Pumping Company, Inc.

329 Flanders Street
Portland, Oregon

Jan. 25, 1930

John R. Dickson
c/o Met. Casualty Ins. Co.
Wilcox Bldg.
Portland, Oregon

Terms—Net Cash

K.P. 38044

...ry 25, 1930

As per bill rendered

CORRECTED STATEMENT

May 31	invoice	2038	35.00
Jul 20		2063	35.00
Jul 31		2071	16.58
Aug 24		2083	36.40
Oct 19		2115	35.00
Oct 26		2120	12.38
			170.36
Less one months rental, Jun 26-Jul 26, when pump was used on another highway job by Harry Thomas, under Edlefson-Weygandt Co.			-35.00
			135.36

...r, Chief Clerk)

...ion, a copy of ...ice of claim ...n from Edlefsen-

...y of State.

...h Libby

PACIFIC Contractors' Pumps; GOULDS Pumps; FAIRBANKS MORSE Pumps and Engines; AMERICAN Pumps; TRAHERN Rotary Pumps; WOODIN & LITTLE Pumps and Pressure Systems; STOVER Power Units. General Electric, Westinghouse, Fairbanks Morse, and U. S. Motors and Switches.

L

NOTED
H. R. GLAISYER

#1093

Hal E. Hoss
Secretary of State

C. N. Lavoshus
Deputy Secretary

210H

1 R 144a

STATE OF OREGON
Department of State
SALEM

January 25, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

We are enclosing, for your information, a copy of letter from Howard A. Lutz, advising that notice of claim in the amount of $47.34 against the bond taken from Edlefsen-Wygant Company, has been paid in full.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

NOTED
H. B. GLAISYER

COPY

Philomath, Oregon.
January 22, 1930

Secretary of State
Salem, Oregon

Dear Sir,

This is to inform you that the claim which I, Howard A. Lutz, filed with your office against the bond of Edlefsen - Wygant Company in the amount of forty seven dollars and thirty four cents has this date been paid in full.

Yours very truly,

Howard A. Lutz
Philomath, Oregon.

HOWARD LUTZ

NOTED
H. R. GLAISYER

#1093
218H

PR1440

January 24, 1930

Fidelity & Deposit Company of Maryland
Clarence E. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. Howard A. Lutz of Philomath in which he advises that his claim against the Edlefsen-Waygandt Company has been paid in full.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBC:S
Enc.

H. B. Glaisyer
Chief Clerk

cc Edlefsen-Waygandt Co.
45 Lewis Street
Portland, Oregon

Philomath, Oregon
January 24, 1930

January 24, 1930

Mr. Howard A. Luts
Philomath, Oregon
Salem, Oregon.

Dear Sir:

We acknowledge receipt of your letter of the 22nd instant advising that your claim against the Edlefson-Haygandt Company for $47.34 has been paid.

We wish to thank you for this information which we are passing on to the Edlefson-Haygandt Company and to their bondsman.

Philomath, Oregon

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Claiyer
Chief Clerk

Philomath, Oregon
January 28, 1930.

State Highway Department,
Salem, Oregon.

Gentlemen,

This is to inform you that I, Howard A. Lutz, have this date received a check from Edlefsen - Wygant Company.

This check covers the amount of the claim which I filed in your office some time ago.

Thank you for your courtesy and assistance in this matter.

Very truly yours,

Howard A. Lutz.
Philomath, Oregon
Howard A. Lutz

ANSWERED
H. B. G.

$ 47.34

COMMISSIONERS
M. B. VAN BUZER, PORTLAND, CHAIRMAN
C. E. GAY, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 144a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

January 24, 1950

Mr. George E. Frost
Board of Trade Bldg.
Portland, Oregon

File 21 PH

Dear Sir:

I have for answer your letter of January 22 addressed to the State Highway Commission, relating to fences and barn on the new right of way at Iachats.

I called Mr. Carl Peterson, our resident engineer, on the 'phone and he tells me it will be necessary to cut about 18 feet off one corner of the barn to make the cut, and that the shovel is ready to start on this. It is planned to remove only the part which would be undermined by the grade and to board up the opening made so that the barn can be used for a short time by the renter. However, the contractor has a time limit for completion of May 31, and by that time we shall expect the contractor to have the right of way completely cleared. The Bureau of Public Roads will not release their cooperation until the right of way is completely cleared of structures. I understand from Mr. Peterson that the removal of the corner of the barn can be accomplished at this time without too seriously impairing its usefulness to the renter, and I trust that he can arrange for other quarters before the last of May.

I do not know the exact terms by which the county secured this right of way, but the ordinary procedure is for the owner to build his own fences; and our contracts ordinarily provide that the contractor should remove all fences. Frequently, however, the contractor will build short sections of temporary fence to accommodate those who have been delayed in building their fences. As I remember, there is quite a stretch of fence at this place which will have to be moved.

I expect to be in Waldport the first of next week and will investigate this and try to adjust the contractor's work in such a way as to inconvenience the property owners as little as possible.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF
cc R.A.Klein
cc Carl Peterson

STENCIL NO. 125

FR 144a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1.

Post Office Building,
Portland, Oregon,
Jan. 11, 1930

In reply please
refer to File No._____

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 144-A.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By _____

Encls.

Ore. 144-A

SPECIAL PROVISIONS

Waldport-Yachats, Grading.

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon, at ten o'clock A.M. (10:00 A.M.) on the twenty-third (23d) day of May, 1929.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 8.82 miles of highway roadbed on the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County, and of the performance of such other and incidental work as is hereinafter specified or as is called for by the plans.

The north end of the project is at Station 1407+10, which station is at the intersection of Arrow and Hemlock Streets in the town of Waldport. The south end of the project is at Station 1873+70, which station is at the north end of the bridge over the Yachats River near the town of Yachats,

38. DATE OF COMPLETION

The work to be done under the contract shall be completed not later than May 31, 1930.

WORK INCLUDES GRADING OF NEW ROADBED FOR LOGGING RAILWAY

For a distance of 1.7 miles, between Station 1470 and Station 1560, the new highway is to occupy the right of way which at the time this contract is awarded, is occupied by a logging railway owned or controlled by the Pacific Spruce Corporation. In order to make this possible, the contractor shall, before constructing the highway roadbed between Stations 1470 and 1560, construct a new roadbed for the railroad.

The new railroad roadbed, including trestles and drainage structures, shall be constructed in accord with the accompanying plans, and, except as otherwise herein provided, in accord with the same specifications as apply to the construction of the highway roadbed and appertaining structures. The prices bid

C. H. J. Nelson

9-12-29

by the contractor for the various items of work shall apply to the work involved in the construction of the railroad roadbed as well as to the work involved in the construction of the highway roadbed.

CLEARING AND GRUBBING

The lump sum price bid for "Clearing and Grubbing" shall be understood to include and cover the performance of the clearing and grubbing work involved in the construction of the railroad roadbed, as well as the clearing and grubbing work involved in the construction of the highway roadbed.

The area to be cleared for the highway shall be an area eighty (80) feet wide (forty (40) feet on each side of the highway centerline) extending over the entire length of the project. The area to be cleared for the railroad shall be an area sixty (60) feet wide (thirty (30) feet on each side of the railroad centerline) extending over the entire length of the section of railroad which is to be constructed under the contract. The areas to be grubbed shall be as specified in the standard specification for "Clearing and Grubbing."

The lump sum price bid for "Clearing and Grubbing" shall be understood to include and cover the razing and removing of the old railroad trestles and log culverts which occur on that portion of the present railroad right of way, which, as hereinbefore stated, is to be occupied by the new highway; provided, however, that for the making of such excavations as may be necessary in connection with the removing of the log culverts, payment will be made at the price bid for "Common Excavation."

CLASSIFICATION OF EXCAVATION

The two classification basis of excavation as described on page 22 of the standard specifications shall apply in connection with all excavation work performed under this contract.

All pay quantities of common excavation will be paid for at the price bid for "Common Excavation."

All solid rock excavation made in connection with the foundation excavations for the sea wall which is to be constructed between Stations 1424+30 and 1439+10, will be paid for at the price bid for "Rock Excavation for Wall."

All pay quantities of solid rock excavation other than that involved in the foundation excavations for the sea wall, will be paid for at the price bid for "Solid Rock Excavation." "

EMBANKMENTS AT ENDS OF TRESTLES AND BRIDGES

In order to give desired stability to embankments at the ends of trestles and bridges, the embankments shall, in each case, be extended under the deck of the trestle or bridge a distance of twelve (12) feet before being allowed to slope off on the usual one and one-half to one slope to the ground intersection.

Payment for the work of thus constructing embankments at the ends of the trestles and bridges shall be understood to be included in the payment made for the excavation of the materials used in the embankment construction.

EMBANKMENT AT NORTH END OF YACHATS RIVER BRIDGE

The trestle at the north end of the bridge over the Yachats River is to be left in place, and the contractor will be required to construct the embankment approach to the bridge under and around the trestle approach, bringing the embankment as near to specified grade and cross-section as is practicable without removing or covering the trestle. In the performance of this work, the contractor will be allowed to dump materials "through" the trestle deck, but he will be expected to do this without unnecessary inconvenience to those who must use the bridge, and he will be expected to satisfactorily replace all planks taken up.

Compensation for the work of constructing the embankment around and under the trestle approach as above specified shall be understood to be included in the payment made for the excavation of the materials used in the embankment construction.

RUBBLE CONCRETE

Work to be Done:

Under the item "rubble concrete", the contractor shall construct a concrete retaining wall or sea wall along the ocean side of the highway between Stations 1424+30 and 1439+10.

Design and Specifications:

The wall shall be constructed in accord with the design shown on the blueprint plan attached in the back hereof (not in accord with the design shown on the profile for the grading work and it shall be constructed in accord with the standard specification for "Concrete for Structures" as the same is given on pages 59 to 65 of the standard specification form.

Kind of Concrete:

The concrete used in the construction of the wall shall be Class "C" concrete having embedded in it, as hereinafter specified, large rocks or boulders. It shall be referred to hereinafter as "rubble concrete".

Kind and Quality of Rocks and Boulders:

The large rocks or boulders to be used in the rubble concrete shall be of sizes ranging from one-half cubic foot to three cubic feet. They shall be clean and free from coatings, seams and flaws of all kinds. They shall be of hard, tough and durable material which when subjected to the standard abrasion test will show a wear not exceeding six per cent. They shall preferably be angular in shape with rough surfaces which will bond thoroughly with the surrounding concrete mixture.

Placing of Rocks and Boulders:

The rocks and boulders shall be washed and thoroughly saturated with water immediately before they are placed in the concrete. They shall be placed carefully (not dropped or cast). Each rock or boulder shall be completely surrounded by a layer of Class "C" concrete at least six inches in thickness, and no part of any rock or boulder shall be placed within eight inches of any outside surface of the wall.

The volume of rocks and boulders used in the wall construction shall not exceed forty (40) per cent of the volume of the wall.

Expansion Joints:

To provide for expansion and contraction, the wall shall be constructed in sections fifty (50) feet in length with one-quarter (1/4) inch expansion spaces between the adjoining sections. The expansion space shall be filled with a good quality of premolded expansion joint filler.

Weep Holes:

Weep holes shall be three (3) inches in diameter, and they shall be spaced twenty-five (25) feet, center to center. The elevation and grade of each hole shall be as ordered by the engineer.

Mortise and Tenon Joints:

The joints between adjoining fifty-foot sections of wall shall be of the mortise and tenon type as indicated in the plan.

Dowels:

Each fifty foot section of wall shall be bonded to the rock upon which it is founded by six steel dowels spaced approximately ten feet center to center. The dowels shall be one inch in diameter by four feet in length. They shall be embedded one-half of their length in the solid rock foundation, and one-half of their length in the wall. They shall be attached to the rock foundation by means of spreader lugs such as are commonly used for that purpose.

Provision for Concrete Guard Rail:

On that portion of the wall which is between Stations 1424+30 and 1433+30, a concrete guard railing is to be constructed as hereinafter specified. To provide a suitable connection between the guard railing and the wall, 1/2 inch square tie bars 30 inches in length shall be embedded one-half of their length in the top of the wall, the positions and spacings of the bars to be as shown on the plan.

In order to provide drainage from behind the guard railing scuppers shall be provided in the upper part of the wall, the size, position and spacing of the scuppers to be as shown in the plans.

Measurement and Payment:

For the construction of the wall in accordance with the foregoing specifications, including the furnishing and placing of expansion joints, dowels, weep holes and scuppers, payment will be made at the price bid per cubic yard for "Rubble Concrete."

The necessary excavating for the footings will be separately paid for at the prices bid for "Common Excavation" and "Rock Excavation for Wall."

The tie bars placed in the top of the wall to serve as a connection between the guard railing and the wall, will be paid for at the price bid for "Metal Reinforcement."

CONCRETE GUARD RAILING

Work to be Done:

On the top of that part of the rubble concrete retaining wall which is between Stations 1424+30 and 1433+30, there shall be constructed a concrete guard railing of the design shown on the blueprint plan attached in the back hereof.

Specifications:

The guard railing shall be constructed in accord with the standard specification for "Concrete for Structures" as the same is given on pages 59 to 65 of the standard specification form.

Kind of Concrete:

The concrete to be used in the construction of the guard railing shall be "Class 'A' Concrete."

Expansion Joints:

The guard railing shall be built in 50-foot sections, the joints between adjoining sections occuring at the same points as the joints between the 50-foot sections of the retaining wall.

Each joint shall be one-quarter inch in thickness and shall be filled with a premolded expansion joint filler of good quality.

Tie Bars:

The guard railing shall be joined to the retaining wall by means of 1/2 inch square bars embedded half of their length in the wall and half in the railing. The bars shall be 30 inches in length and their positions and spacings shall be as indicated by the plans.

Measurement and Payment:

For the construction of guard railing as specified, the contractor will receive payment at the price bid per cubic yard for "Concrete Guard Railing", which price will be understood to include and cover all work and material involved in the construction of the railing, except the furnishing and placing of the steel tie bars. Payment for the tie bars will be made at the price bid per pound for "Metal Reinforcement."

TIMBER CULVERTS

The timber culverts to be constructed under this contract may be either log culverts or sawed timber culverts. They shall be constructed in accordance with the standard specification for timber culverts as the same is given on page 77 of the standard specification form, except that the use of fir timber will be permitted.

PILE FOUNDATIONS FOR BOX CULVERTS

Where so ordered by the engineer, pile foundations shall be provided for reinforced concrete box culverts.

These foundations shall consist of a row of piling under each side wall of the culvert and of such additional piling as may be required to support the headwalls. The furnishing and placing of the piling shall be done in accord with the specifications given on page 91 of the standard specification form.

RAILROAD TRESTLES

The new trestles to be constructed for the railroad shall be of the design shown on the plans, and they shall be constructed in accordance with the standard specifications for "Timber Piling" and "Lumber and Timber", as given on pages 91 to 93 of the standard specification form, except that no painting will be required.

Stringers are to be Select Common Douglas Fir. All other timbers are to be No. 1 Common Fir.

All contact surfaces, ends of caps, ends of stringers and ends of braces shall be treated with hot carbolineum.

The construction of the trestles will not include the furnishing or placing of the railway rails.

The piling used in the construction of the trestles will be paid for at the price bid per lineal foot for "Timber Piling," and the lumber and timber used will bepaid for at the price bid per M-FBM for "Lumber and Timber". The price bid for "Lumber and Timber" shall be understood to include and cover the furnishing and placing of all hardware required.

SCHEDULE OF PERFORMANCE OF WORK

In order that there may be no interruption of the operation of the logging railway, the construction of the new grade for the railroad (including trestles) shall be carried to completion during the 1929 season, and the construction of the highway grade over that portion of the project which conflicts with the existing railroad grade shall be postponed until the spring of 1930 and until after the railroad tracks

have been shifted from the old grade to the new. It is desired to allow the new grade to have the benefit of the winter settlement before placing the railway tracks upon it.

BALLASTING AND SHIFTING OF TRACKS.

The removal of therailway tracks (both rails and ties) from the old railway grade, the relaying of the tracks on the new grade, and the ballasting of the tracks will be done by the logging company or by the State, and is not a part of the work to be done under this contract. It is not expected that this shifting of the tracks will be done before the spring of 1930.

#1.093
210H

PR 144a

December 31, 1929.

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention: Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 28th inst. enclosing three copies of a notice of claim that has been filed in your office by Howard A. Lutz against the Edlefsen-Weygandt Company being for gasoline and oil furnished that company in the sum of $47.34.

Copies of this notice are being mailed to the contractor and surety on his bond in today's mail.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

December 31, 1923

Fidelity & Deposit Co. of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing to you herewith a copy of a notice that has been filed in his office by Howard A. Lutz against the Edlefsen-Weygandt Company, being for gasoline and oil furnished this company in the sum of $47.34, and used in connection with the contract awarded to this company for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway, in Lincoln County.

This information is given you as you appear as surety on the bond furnished by Edlefsen-Weygandt Company in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc Edlefsen-Weygandt Co.
54 Lewis Street
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 28, 1929

DEC 31 1929

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date, a notice of claim by Howard A. Lutz, for gasoline and oil furnished in the sum of $47.34 against the bond taken from Edlefsen-Wygant Company for the work of grading the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. G.

COPY

Philomath, Oregon
December 26, 1929

To-Secretary of State,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Howard A. Lutz has a claim for gasoline and Oil in the sum of $47.34 against the bond taken from Edlefsen-Nygaat Company for the work of grading the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County, Oregon.

Howard A. Lutz.
Philomath, Oregon.

HOWARD LUTZ

ENDORSED:

File No. 810

Filed December 28, 1929, HAL E. HOSS, Secretary of State.

December 26, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are referring now to your letter of December 12, relative to our agreements with the Spruce Corporations concerning the encroachments upon the right of way owned by the corporations on the Waldport-Yachats Section of the Roosevelt Coast Highway, Federal Aid Project No. 144-A.

The deeds mentioned in your letter have not as yet been executed.

The deed which the county will receive for parcels Nos. 3 and 4 will be a deed in fee simple.

The easement for parcels Nos. 1, 2, and 5, grants a perpetual easement as long as the land is used for highway purposes. When the land is no longer used for highway purposes, it will revert to the Spruce Corporations.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

...ust been executed to date.
...ed for parcels 3 & 4 grants fee simple.
Parcels 1, 2 & 6 grants perpetual easement
as long as used for highway purposes and
if not how long easement to run.

GRICULTURE

POST OFFICE BUILDING
PORTLAND, OREG.

December 19, 1929.

Reference is made to your letter of November 12th, with which you forwarded the agreements with the Spruce Corporations relative to the encroachment upon right-of-way owned by the Corporations on Oregon F.A.P. 144-A.

It is noted that these agreements merely license and permit the county and State to enter upon and occupy the premises therein described, and that they contain an agreement obligating the owners of the land to execute on or before the 3rd day of June 1930 a deed to the county conveying parcels designated therein as 3 and 4, and also a deed granting an easement to county and state to parcels designated therein as 1, 2 and 6. It is further noted that the county is obligated to convey to the parties of the first and second part title to a parcel of land described therein as parcel No. 5.

Not yet

It is requested that you advise this office whether the above mentioned deeds have been executed, namely the deeds that the parties of the first and second part are obligated to execute and also the deed which the county is obligated to execute; and if so if the proposed deed to the county for parcels No. 3 and 4 grants a fee simple, and if the deed of easement to the county for parcels Nos. 1, 2 and 6 grants a perpetual easement, or if not for what period of time said easement is to run.

yes → fee simple
perpetual as long as used for hwy. purposes then subject to reversion. } → 6

Very truly yours,

REFERRED TO
...
By State Highway Engineer

W. H. LYNCH
District Engineer.

Please give me the information needed for a reply to this letter.

GRICULTURE

POST OFFICE BUILDING
PORTLAND, OREG.

December 19, 1929.

Reference is made to your letter of November 12th, with which you forwarded the agreements with the Spruce Corporations relative to the encroachment upon right-of-way owned by the Corporations on Oregon F.A.P. 144-A.

It is noted that these agreements merely license and permit the county and State to enter upon and occupy the premises therein described, and that they contain an agreement obligating the owners of the land to execute on or before the 3rd day of June 1930 a deed to the county conveying parcels designated therein as 3 and 4, and also a deed granting an easement to county and state to parcels designated therein as 1, 2 and 6. It is further noted that the county is obligated to convey to the parties of the first and second part title to a parcel of land described therein as parcel No. 5.

Not yet

It is requested that you advise this office whether the above mentioned deeds have been executed, namely the deeds that the parties of the first and second part are obligated to execute and also the deed which the county is obligated to execute; and if so if the proposed deed to the county for parcels No. 3 and 4 grants a fee simple, and if the deed of easement to the county for parcels Nos. 1, 2 and 6 grants a perpetual easement, or if not for what period of time said easement is to run.

Yes → perpetual as long as used for hwy. purposes then subject to reversion.

Very truly yours,

W. H. LYNCH
District Engineer.

REFERRED TO
By State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

December 19, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

Reference is made to your letter of November 12th, with which you forwarded the agreements with the Spruce Corporations relative to the encroachment upon right-of-way owned by the Corporations on Oregon F.A.P. 144-A.

It is noted that these agreements merely license and permit the county and State to enter upon and occupy the premises therein described, and that they contain an agreement obligating the owners of the land to execute on or before the 3rd day of June 1930 a deed to the county conveying parcels designated therein as 3 and 4, and also a deed granting an easement to county and state to parcels designated therein as 1, 2 and 6. It is further noted that the county is obligated to convey to the parties of the first and second part title to a parcel of land described therein as parcel No. 5.

Not yet

It is requested that you advise this office whether the above mentioned deeds have been executed, namely the deeds that the parties of the first and second part are obligated to execute and also the deed which the county is obligated to execute; and if so if the proposed deed to the county for parcels No. 3 and 4 grants a fee simple, and if the deed of easement to the county for parcels Nos. 1, 2 and 6 grants a perpetual easement, or if not for what period of time said easement is to run.

yes → fee simple

perpetual as long as used for hwy. purposes then subject to reversion. → perpetual easement

Very truly yours,

REFERRED TO
[illegible]
By State Highway Engineer

W. H. LYNCH
District Engineer.

#1093

P. H. EDLEFSEN
PRESIDENT

GORDON WEYGANDT
MANAGER

210 H.
PR 144a

Edlefsen-Weygandt Co.

GENERAL CONTRACTING

54 LEWIS STREET

PORTLAND, OREGON

Dec. 24th, 1929

Oregon State Highway Commission
Salem, Oregon.

Mr. H. B. Glaisyer, Chief Clerk.

Gentlemen;

We are in receipt of a copy of your letter of Dec. 18th, addressed to the Fidelity & Deposit Company of Maryland, at Portland, Oregon. in re. claim of Howard's Service Station, at Philomath, Oregon. against one P. R. Bauer. as subcontractor under Edlefsen-Weygandt Co. to whom the State Highway Commission awarded the contract for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County.

In this connection we are pleased to advise you that the P. R. Bauer, mentioned herein, is not a subcontractor, on this work but instead is a common carrier, doing local and long distance hauling at stated rates.

We have shipped material to this work via. the Southern Pacific Company under the same conditions, and have not considered ourselves responsible for their bills in either case.

However, we have taken the matter up with Mr. P. R. Bauer, who claims the bill of $47.34 of the Howard Service Station at Philomath, has been paid.

In order to verify the claim of P. R. Bauer, of the settlement of the bill of the Howard Service Station, as mentioned herein, we will write them.

Yours very truly

Edlefsen-Weygandt Co.

By G. E. Johnson

ANSWERED
H. B. G.

#1043
210H

FR144a

December 18, 1929

The Fidelity & Deposit Co. of Maryland
Clarence B. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received a notice of claim from Howard's Service Station, Philomath, Oregon, being their claim against P. R. Bauer, subcontractor under Hilefsen-Weygandt Company to whom the State Highway Commission awarded the contract for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County.

This claim is in the sum of $47.34 and is for services rendered in hauling cement from Portland to Waldport for the construction of the sea wall, which is a part of this contract.

The above information is given you as you appear as surety on the bond furnished by Hilefsen-Weygandt Company in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc Hilefsen-Weygandt Co.
54 Lewis Building
Portland, Oreg.

December 18, 1929

Howard's Service Station
Philomath, Oregon

Attention Mr. Howard Lutz.

Dear Sir:

This acknowledges receipt of your letter of the 11th inst. advising us of your claim in the sum of $47.34 against Mr. P. H. Bauer, subcontractor under Bilefsen-Weygandt Company, to whom the State Highway Commission awarded contract #1093 for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County.

In connection with this contract, Bilefsen-Weygandt Company furnished a bond for the protection of labor and material claims and all just debts, dues and demands incurred against the work. This bond was written by the Fidelity and Deposit Company of Maryland, for whom Clarence D. Porter is local agent, with offices in the Failing Building, Portland, Oregon.

This bond is offered you for your protection, and we would suggest that you take the matter up with the agent of the bonding company. It may be possible for you to secure satisfaction by so doing. If you do not secure satisfaction, then you still have recourse to action in the courts, and we would suggest that you file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

In conformance with our usual practice, we are today advising the contractor and the surety company that your claim has been filed in this office.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

STATEMENT

PHILOMATH, OREGON, December 11, 1929

M P. P. BAUER (sub Cont. Edlefsen-Wygant Co)

PORTLAND, OREGON

IN ACCOUNT WITH

HOWARD'S SERVICE STATION

HOWARD LUTZ, PROP.

PHONE 742

9-10-29	18 gal. gasoline	3.96
9-11-29	17 " "	3.74
9-12-29	25 " "	5.50
9-13-29	15 " "	3.30
9-14-29	15 " "	3.30
9-15-29	16 " "	3.52
9-17-29	10 " "	2.20
9-18-29	16 " "	3.52
9-23-29	15 " "	3.30
9-23-29	1 light bulb	.45
9-26-29	7 gal. gasoline	1.54
9-26-29	1 qt. lub. oil	.30
10-1-29	8 gal. gasoline	1.76
10-5-29	14 " "	3.08
10-5-29	3 qts. lub. oil	.60
10-5-29	10 gal. gasoline	2.20
10-5-29	2 qts. lub. oil	.40
10-5-29	5 gal. gasoline	1.15
	TOTAL BALANCE DUE.	$47.34

ON

December 11 192 9

he undersigned,
e and oil in the
n from Edlefsen-
a wall at loca-
the Roosevelt High-

r under Edlefsen-
tland to Waldport
trucks which oper-
ir requirements at
attached statement.

It has been impossible to obtain payment for these supplies from Mr. Bauer and Edlefsen-Wygant Company disclaim any responsibility for the reason that Mr. Bauer has completed his work with them.

Your prompt attention to this claim will be greatly appreciated.

Very truly yours,

Howard A. Lutz.

ANSWERED
H. B. G.

HOWARD'S SERVICE STATION

H. A. Lutz, Prop.

TIRES, OILS, GAS, ACCESSORIES

Free Crankcase Service

Philomath, Oregon, December 11 *192* 9

Oregon State Highway Commission
State House
Salem, Oregon

Attention Mr. E. A. Collier.

Dear Sir,

Notice is hereby given that the undersigned, Howard A. Lutz has a claim for gasoline and oil in the amount of $47.34 against the bond taken from Edlefsen-Wygant Company, for the work on the sea wall at location between Waldport and Yachats on the Roosevelt Highway.

Mr. F. E. Bauer, sub-contractor under Edlefsen-Wygant Company, hauled cement from Portland to Waldport for the Waldport-Yachats Highway. The trucks which operated on this job were serviced for their requirements at this station as will be noted from the attached statement.

It has been impossible to obtain payment for these supplies from Mr. Bauer and Edlefsen-Wygant Company disclaim any responsibility for the reason that Mr. Bauer has completed his work with them.

Your prompt attention to this claim will be greatly appreciated.

Very truly yours,

Howard A. Lutz

Howard A. Lutz.

ANSWERED
H. B. G.

#1095

Lincoln Co.

PR 144a

December 13, 1929

, that State Highway Contract No.
idge over Big Creek on the Newpo-
nty south of Waldport has been
. Catching, and that final settle-
th said contractor for work
ter December 23rd, 1929.

d of any unpaid claims for labor
of any claims, debts, dues or
ce of such work and remaining
that the State assumes no responsi-
d there be any.

pon you as surety on the bond
. Kindly acknowledge receipt of

wish to advise that the total
tractor and which will include the
with this contract will be

ly yours,

KLEIN,
ighway Engineer,

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

Mr. E. A. Collier
c/o Oregon State Highway Commission
State House
Salem, Oregon

12246

REGISTERED MAIL

No. 153

RETURN RECEIPT REQUESTED

Howard A. Lutz
Philomath, Oregon

#1095

P/1/44a

December 13, 1929

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1095 for the construction of a bridge over Big Creek on the Roosevelt-Coast Highway in Lincoln County south of Waldport has been completed by the contractor, C. A. Catching, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 23rd, 1929.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For yourninformation we wish to advise that the total amount which will be paid the contractor and which will include the above final payment in connection with this contract will be $12,647.32.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

PR* 144-A

November 12, 1929.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

To complete your files in connection with the Waldport-Yachats Federal Aid Project, we are sending herewith three copies of our agreement with the U. S. Spruce Production Corporation and the Pacific Spruce Corporation relative to the encroachment of the highway upon railroad right of way owned by these corporations.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP
Encls.

Copies to Bureau
included blueprint
maps and profiles

THIS AGREEMENT, Made this 3rd day of June A. D. 1929, by and between U. S. Spruce Production Corporation, party of the first part; the Pacific Spruce Corporation, party of the second part; the State of Oregon, through its State Highway Commission, hereinafter called the "state", party of the third part; and the County of Lincoln, a political subdivision of the State of Oregon, hereinafter called the "county", party of the fourth part,

W I T N E S S E T H

THAT WHEREAS, the party of the first part, as the representative of the U. S. Government, is the owner and holder of the legal title to the premises and real estate hereinafter specifically described, which property, for convenience and brevity, is referred to in this agreement as "Parcel No. 1", "Parcel No. 2", "Parcel No. 3", "Parcel No. 4" and Parcel No. 6", and said party of the second part is likewise the legal owner of the logging railroad and equipment located and constructed over and across said parcels of land, and

WHEREAS, the parties of the first and second parts are the owners of the equitable title to said Parcels 1, 2, 3, 4, and 6, and are the equitable owners and in the possession of a certain line of logging railroad, rights of way, premises and appurtenances located upon and across the said parcels of land above designated and hereinbefore specifically described as Parcels Nos. 1,2,3,4, and 6, and

WHEREAS, the parties of the third and fourth part herein have located and are about to construct a highway between Waldport and Yachats in said county of Lincoln, which said highway, as located, will encroach upon the rights of way and property of the parties of the first and second part at the points herein designated as Parcels Nos. 1, 2, 3, 4, and 6, and which said highway is known and recognized as the Waldport-Yachats Section of the Roosevelt Coast Highway, and

WHEREAS, the parties of the third and fourth part desire an easement over and along the said premises hereinafter described and upon the conditions hereinafter set forth,

NOW, THEREFORE, in consideration of the mutual dependent premises set forth in this contract, the parties hereto agree as follows:

I.

The U. S. Spruce Production Corporation, party of the first part, and the Pacific Spruce Corporation, party of the second part, hereby license and permit the county and the state to enter upon and occupy the following described premises situated in Lincoln County, Oregon, for the purpose of constructing and maintaining thereon at the sole cost of the said county and state, a public highway for pedestrian, vehicular and other public travel, and public uses, to-wit:

PARCEL No. 1.

Beginning at a point on the westerly right of way line of the Pacific Spruce Corporation Railway, which point is 50 feet distant northwesterly from (and measured at right angles to) the center line of said railway at Engineer's approximate station 40+63, said point also being on the easterly right of way line of the Roosevelt Coast Highway, 40 feet distant easterly from (and measured at right angles to) the center line of said highway at Engineer's approximate station 1418+22;the said

point also being approximately 2081 feet north and 1786 feet east of the southwest corner of Section 19, T. 13 S. R. 11 W., W. M.; thence parallel to the said highway center line as follows: On a 995.0 foot radius curve right (the long chord of which bears S. 61° 35½' W.) a distance of 218.5 feet; thence S. 67° 53' W. a distance of 93.) feet to a point of tangency to a 533.0 foot radius curve left; thence on said curve left a distance of 299.8 feet to a point of reverse curve; thence on a 2332.0 foot radius curve right a distance of 196.5 feet more or less, to a intersection with the westerly right of way line of the said Railway at a point which is 50 feet distant westerly from (and measured at right angles to) the center line of said railway at Engineer's approximate station 42+42, said point also being on the easterly right of way line of the Roosevelt Coast Highway, 40 feet distant easterly from (and measured at right angles to) the center line of the said Highway at Engineer's approximate station 1428+69; thence parallel to the said railway center line to the point of beginning as follows: On a 666.8 foot radius curve left (the long chord of which bears N. 30° 51' E.) a distance of 37.3 feet; thence N. 29° 15' E. a distance of 125.6 feet to a point of tangency to a 460.3 foot radius curve right; thence on said curve right a distance of 309.8 feet; thence N. 67°54' E. a distance of 347.2 feet more or less, to the point of beginning, containing approximately 0.41 acres.

PARCEL No. 2.

Beginning at a point on the westerly right of way line of the Pacific Spruce Corporation Railway which point is 50 feet distant northwesterly from (and measured at right angles to) the center line of the said railway at Engineer's approximate station 51+45, said point also being on the easterly right of way line of the Roosevelt Coast Highway, 40 feet distant from (and measured at right angles to) the center line of said highway at Engineer's approximate station 1429+39; the said point also being approximately 1401 feet north and 969 feet east of the southwest corner of Section 19, T. 13 S., R. 11 W. W. M.; thence parallel to the said highway center line as follows: On a 2332.0 foot radius curve right (the long chord of which bears S. 48° 50' W.) a distance of 110.8 feet; thence S. 50° 12' W. a distance of 1127.1 feet to a point on the west line of said section 19; thence N. 0° 43' E. along the west line of said Section a distance of 26.3 feet to a point on the westerly right of way line of the said railway which point is 50 feet distant northwesterly from (and measured at right angles to) the center line of said railway at Engineer's approximate Station 63+64; thence parallel to the said railway center line to the point of beginning as follows: N. 50° 14' E. a distance of 1019.1 feet to a point of tangency to a 1196.3 foot radius curve right; thence on said curve right a distance of 140.9 feet; thence N. 56° 59' E. a distance of 61.3 feet to a point of tangency to a 666.8 foot radius curve left; thence on said curve left a distance of 3.3 feet more or less, to the point of beginning, containing approximately 0.58 acres.

PARCEL No. 3.

Beginning at a point on the westerly right of way line of the existing Pacific Spruce Corporation Railway, which point is 30 feet distant northwesterly from (and measured at right angles to) the present center line of said Railway at Engineer's approximate station 91+68, said point also being on the easterly right of way line of the Roosevelt Coast Highway, 40 feet distant southeasterly from (and measured at right angles to) the center line of said highway at Engineer's approximate station 1469+06; the said point of beginning also being approximately 1484 feet south and 1724 feet west of the northeast corner of Section 25, T. 13 S., R. 12 W., W.M.; thence parallel to the center line of the said existing railway and along the westerly right of way line thereof as follows: On a 1940.1 foot radius curve left (the long chord of which bears S. 24° 37½' W.) a distance of 1156.4 feet; thence S. 7° 33' W. a distance of 3391.7 feet to apoint of tangency to a 2894.9 foot radius curve left; thence on said curve left a distance of 181.1 feet; thence S. 5° 58' W. a distance of 337.6 feet more or less, to an intersection with the westerly right of way line of the Roosevelt Coast Highway at a point which is 30 feet distant westerly from (and measured at right angles to) the existing center line of the said Railway at Engineer 's approximate station 142+15, said point also being 40 feet distant westerly from(and measured at right angles to) the center line of the said highway at Engineer's approximate station 1520+10; thence parallel to the center line of the said highway S. 2° 40' W. a distance of 705.0 feet more or less, to an intersection with the easterly right of way line of the existing Pacific Spruce Corporation Railway, which point is 40 feet distant westerly from (and measured at right angles to) the center line of the Roosevelt Coast Highway at Engineer's approximate station 1527+15, and said point also being 30 feet distant easterly from (and measured at right angles to) the center line of the said existing railway at Engineer's approximate station 149+19; thence in a general northerly direction, and parallel to the said existing railway center line as follows: N. 9° 34' E. a distance of 403.6 feet to a point of tangency to a 1462.7 foot radius curve left; thence on said curve left a distance of 142.9 feet; thence N. 3° 58' E. a distance of 498.0 feet to a point of tangency to a 2834.9 foot radius curve right; thence on said curve right a distance of 177.3 feet; thence N. 7° 33' E. a distance of 3391.7 feet to a point of tangency to an 1830.1 foot radius curve right; thence on said curve right a distance of 603.9 feet more or less, to an intersection with the easterly right of way line of the said highway at a point which is 30 feet distant easterly from (nd measured at right angles to) the center line of the existing railway at Engineer's approximate station 96+93, said point also being 40 feet distant easterly from (and measured at right angles to) the center line of the said highway at Engineer's approximate station 1474+40; thence parallel to the said highway center line on a 2825.0 foot radius curve right (the long chord of which bears N. 27° 17' E.) a distance of 526.5 feet more or less, to the point of beginning, containing approximately 7.30 acres.

PARCEL NO. 4.

Beginning at a point on the easterly right of way line of the existing Pacific Spruce Corporation railway, which

point is 30 feet distant easterly from (and measured at right angles to) the center line of said railway at Engineer's approximate station 1664+56, said point also being on the westerly right of way line of the Roosevelt Coast Highway, 40 feet distant westerly from (and measured at right angles to) the center line of said highway at Engineer's approximate station 1546+14; the said point also being approximately 1820 feet north and 3120 feet west of the southeast corner of Section 36, T. 13 S., R. 12 W. W. M.; thence parallel to the center line of the said existing railway as follows: On a 2834.9 foot radius curve left (the long chord of which bears S. 14° 00' E.) a distance of 27.7 feet; thence S. 14° 17' E. a distance of 196.1 feet to a point of tangency to a 985.4 foot radius curve right; thence on said curve right a distance of 51.8 feet more or less, to an intersection with the easterly right of way line of the said highway at a point which is 40 feet distant easterly from (and measured at right angles to) the center line of the said highway at Engineer's approximate station 1548+78; thence parallel to the said highway center line as follows: S. 2° 40' W. a distance of 44.2 feet to a point of tangency to a 1472.5 foot radius curve right; thence on said curve right a distance of 380.3 feet; thence S. 17° 38' W. a distance of 51.6 feet to a point which is 30 feet distant westerly from (and measured at right angles to) the center line of the said existing railway at Engineer's station 176+07.6 P. T.; thence in a general northerly direction, parallel to, and always 30 feet distant westerly from the center line of the existing Pacific Spruce Corporation Railway as follows: On a 985.4 foot radius curve left (the long chord of which bears N.1°36½' E.) a distance of 510.9 feet; thence N. 14° 17' W. a distance of 26.1 feet more or less, to an intersection with the westerly right of way line of the Roosevelt Coast Highway at a point which is 40 feet distant westerly from (and measured at right angles to) the said highway center line at Engineer's approximate station 1548+82; thence N. 2° 40' E. parallel to the said highway center line a distance of 208.0 feet more or less, to the point of beginning, containing approximately 0.47 acres.

PARCEL NO. 6.

Beginning at a point on the westerly right of way line of the existing Pacific Spruce Corporation Railway which point is 30 feet distant westerly from (and measured at right angles to) the center line of said Railway at Engineer's station 231+71.0, said point also being on the easterly right of way line of the Roosevelt Coast Highway, 40 feet distant easterly from (and measured at right angles to) the center line of said highway at Engineer's station 1609+63.3; the said point also being approximately 4745 feet north and 1875 feet west of the southeast corner of Section 3, T. 14 S., R. 12 W. W. M.; thence S. 8° 48' W. parallel to the center line of the said highway a distance of 621.4 feet to a point on the easterly right of way line of the said highway which is 40 feet distant easterly from (and measured at right angles to) the center line of said highway at Engineer's station 1615+84.7, and which point is 15 feet distant westerly from (and measured at right angles to) the center line of the said existing railway at Engineer's station 237+92.1; thence S. 10° 11' W. parallel to (and always 15 feet distant westerly from) the center line of the said existing railway a distance of 729.8 feet to a point of tangency to a 970.37 foot radius curve left; thence on said curve left a distance of 209.9 feet to a point which is 15 feet distant westerly from (and measured at right angles to) the center line of the said existing railway at Engineer's station 247+28.6, and which point is 40 feet distant easterly from (and measured at right angles to) the center line of the said highway at Engineer's station 1625+23.4; thence S. 8° 48' W. parallel to the center line of the said highway a distance of 66.9 feet to a point on the easterly right of way line of the Roosevelt Coast Highway which is 40 feet distant easterly from (and measured at right angles to) the center line of said highway at Engineer's station 1625+90.3; and which point is 30 feet distant westerly from (and measured at right angles to) the center line of the existing Pacific Spruce Corporation Railway at Engineer's station 247+92.5; thence in a general northerly direction, parallel to and always 30 feet distant westerly from the center line of the said existing railway as follows: On a 985.37 foot radius curve right (the long chord of which bears N. 2° 04' E.) a distance of 279.1 feet; thence N. 10° 11' E. a distance of 1350.9 feet to the point of beginning, containing approximately 0.44 acres.

Said parties of the first and second part further agree within one year from date hereof, to execute a deed conveying to the said County the lands herein designated as Parcels 3 and 4, and within said time said parties agree to deliver to said County a deed granting to said County and State an easement in and to the lands herein designated as Parcels 1 and 2 and 6 right of way purposes.

II.

TO HAVE AND TO HOLD said license, permit and easement for the purposes aforesaid and not otherwise, subject to the following considerations, provisions and conditions:

1. The County shall acquire and convey or cause to be conveyed to the parties of the first and second part, jointly or to either of said parties, title to the following described parcel of land, for identification called Parcel No. 5, to-wit:

PARCEL No. 5.

Beginning at a point on the easterly right of way line of the existing Pacific Spruce Corporation Railway, which point is 30 feet distant easterly from (and measured at right angles to) the said railway center line at Engineer's approximate station 89+47.0, said point also being approximately 1372 feet south and 1529 feet west of the northeast corner of Section 25, T. 13 S., R. 12 W. W. M.; thence in a general southerly direction, parallel to and 30 feet distant from the center line of the new railway location, as follows: On a 1116.3 foot radius curve left (the long chord of which bears S. 38° 30' W.) a distance of 383.0 feet to a point of compound curve; thence on a 2834.9 foot radius curve left a distance of 1044.7 feet; thence S.7° 33' W. a distance of 3096.6 feet to a point of tangency to a 5699.7 foot radius curve left; thence on said curve left a distance of 287.4 feet; thence S. 2°39' W a distance of 3110.4 feet to a point of tangency to a 1462.7 foot radius curve right; thence on said curve right a distance of 375.6 feet; thence S. 17° 33' W. a distance of 76.1 feet to an intersection with the existing easterly right of way line of the said railway at a point which is 30 feet distant easterly from (and measured at right angles to) the said railway center line at engineer's new location station 175+37.1 equals Engineer's existing location station 176+07.6; thence N. 72° 38' W. a distance of 60.0 feet to a point on the existing westerly right of way line of the said railway, which point is 30 feet distant westerly from (and measured at right angles to) the said railway center line; thence in a general northerly direction, parallel to and 30 feet distant from the new location center line of said railway as follows: N. 17°33 ' E. a distance of 76.1 feet to a point of tangency to a 1402.7 foot radius curve left; thence on said curve left a distance of 360.2 feet; thence N. 2° 39' E. a distance of 3110.4 feet to a point of tangency to a 5759.7 foot radius curve right; thence on said curve right a distance of 492.6 feet; thence N. 7° 33' E. a distance of 3096.6 feet to a point of tangency to a 2894.9 foot radius curve right; thence on said curve right a distance of 710.5 feet more or less, to an intersection with the easterly right of way line of the Roosevelt Coast Highway which point is 40 feet distant easterly from (and measured at right angles to) the said highway center line at Engineer's approximate station 1474+40; thence parallel to the said highway center line on a 2825.0 foot radius curve right (the long chord of which bears N. 87° 17' E.) a distance of 526.5 feet more or less, to an intersection with the westerly right of way line of the existing railway, which point is 30 feet distant westerly from (and measured at right angles to) the said existing railway center line at Engineer's approximate station 91+68; thence parallel to the said existing railway center line on a 1940.1 foot radius curve right (the long chord of which bears N. 44° 52' E.) a distance of 214.3 feet; thence S. 53° 03' E. a distance of 62 feet more or less, to the point of beginning, containing approximately 11.83 acres

2. Title to the last above described parcel of land, which is herein referred to as Parcel No. 5 shall be conveyed to the parties of the first and second part, free and clear of all encumbrances.

3. The State and County shall construct or cause to be constructed without cost to the party of the first and/or second part, a new grade for the railroad of the parties of the first and second part, which grade shall be constructed

upon Parcel No. 5 in pursuance and in harmony with the plan and profile attached hereto and marked Exhibit "A", the width of the roadbed contemplated for said railroad grade being 18 feet, it being intended that the grade to be constructed by the State and County shall correspond in all respects to the present roadbed of the said logging railroad, both as regards width of grade and structures.

4. When the said new railroad grade has been constructed, ties and rails of a kind and quality equal to those now existing in the present railroad shall be laid on the new grade after the same has been allowed a reasonable period for settlement. Immediately following the placing of ties and rails on the new grade, sand ballast of a kind and quality equal to the sand ballast now in use on the present existing railroad, will be placed to a depth equal to thickness of the ties. This ballast shall be well tamped under the ties and the rails brought to true line, grade and surface, the cost of this work to be borne by the county and/or the state.

5. In general it is understood that the county and/or state is to build and turn over to the parties of the first and second part a railroad complete in all respects and as good as the present logging railroad, it being further understood that when the new railroad is built and ready to operate that the state and county are to become possessed of and have title to the rails, ties, switches, frogs and other equipment now in use on that section of the present railroad covered by this grant.

Provided, that said county and/or state may construct the said railroad in units or sections and whenever any one or more units or sections are complete, including all necessary physical connections, the trains of said first and second parties shall be shifted to and thereafter operated over said completed unit or units. The corresponding unit or units of the present existing railroad shall thereupon be released for the use and appropriation of the state and/or county.

6. In view of the fact that the contemplated length of this new railroad is approximate 1½ miles, it may be necessary, and it is hereby mutually agreed that the state and county may make the change from the present existing railroad to the new line in successive changes, it being further understood that these changes are not to discommode or inconvenience the operation of the railroad and logging equipment.

7. Notwithstanding any references in this contract to material, such as ties, "Of a kind and quality equal to those now existing in the present railroad," neither ties nor bridge or trestle timber from the present railroad of parties of the first and second parts shall be used in or be made a part of said new railroad or railroad grade.

8. Portions of the roadbed of said highway are to be constructed upon Parcel No. 1 hereinbefore described and at said point the highway grade will be below the grade of the railroad of the parties of the first and second part, and in the event of slides from the railroad grade onto the highway grade it is agreed and understood that the parties of the first and second part shall not be held responsible for any damage to the highway resulting from such slides; provided the occasion of such slides is not due to negligence of the said parties of the first and second part. It is further agreed and understood that if said slides are occasioned by highway construction or highway maintenance then the parties of the first and second part shall not only be relieved of responsibility for such slides but shall be reimbursed by the parties of the third and fourth part for expenditures and costs incident to the repair or restoration of its roadbed resulting from such slides.

III.

Attached hereto and made a part of this agreement is a combined map and profile plan, for identification, marked Exhibit "A", which shows in detail the boundaries of parcels hereto referred to as Parcels No. 1, No. 2, No. 3, No. 4 and No. 5, and also shows a profile in detail of the new railroad to be constructed on Parcel No. 5; also attached is map, for identification, marked Exhibit "B", which shows in detail the boundaries of the parcel hereto referred to as Parcel No. 6.

IV.

The provisions of this agreement shall inure and be binding on the parties hereto and their successors and assigns and lessees.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officials, duly authorized the day and year first above written.

U. S. SPRUCE PRODUCTION CORPORATION

By Chas. Van Ray
President

(SEAL)

Attest C. R. Smeltzer
Secretary

Party of the First Part

PACIFIC SPRUCE CORPORATION

By Dean Johnson
Vice-President

(SEAL)

Attest J. F. Markham
Asst. Secretary-Treasurer

Party of the Second Part

STATE OF OREGON, by its State Highway Commission

By H. B. Van Duzer
Chairman

Attest: (SEAL)

By C. E. Cates
Commissioner

Roy A. Klein
Secretary

By Robert H. Sawyer
Commissioner

LINCOLN COUNTY

By F. C. Robison
County Judge

Attest:

By Jay W. Dunn
County Commissioner

Carl Gildersleeve
County Clerk

By Andrew Kent
County Commissioner

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

On this 25th day of August, 1929, before me, a Notary Public in and for said County and State, appeared Chas. VanHay and G. R. Sweetser to me personally known, who, being each duly sworn, did say that they are the President and Secretary, respectively, of the U. S. Spruce Production Corperation, and that the seal affixed to this instrument is the corporate seal of said corporation, and that the within agreement was signed and sealed on behalf of said corpoation by authority of its board of directors; and said Chas. VanHay and G. R. Sweetser acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Adela Piaseski
Notary Public for Oregon
My Commission expires Feb. 25, 1933.

(SEAL)

STATE OF OREGON)
) ss
COUNTY OF LINCOLN)

On this 3rd day of June, 1929, before me, a Notary Public in and for said county and state, appeared Dean Johnson and J. F. Markham to me personally known, who, each being duly sworn, did say that they are the Vice President and Assistant Secretary-Treasurer, respectively, of Pacific Spruce Corporation, and that the seal affixed to the within instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed on behalf of said corporation by authority of its board of directors; and said Dean Johnson and J. F. Markham acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

C. E. Pollock
Notary Public for Oregon
My commission expires Sept. 5th, 1931.

(SEAL)

STATE OF OREGON)
) ss
COUNTY OF LINCOLN)

On this 17 day of October, 1929, before me a Notary Public in and for said county and state, appeared F. C. Robison, Andrew Kent and Jay W. Dunn, to me personally known, who, each being duly sworn, did say that he, said F. C. Robison, is county judge of the county of Lincoln, State of Oregon, and that he, said Andrew Kent, and that he, Jay W. Dunn, are the county commissioners of the county of Lincoln, state of Oregon, and that the seal affixed to the within instrument is the seal of said county, and that said instrument was signed and sealed on behalf of said county by the county court thereof; and the said F. C. Robison, Andrew Kent and Jay W. Dunn acknowledged said instrument to be the free act and deed of said county of Lincoln.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Sara Crahen, Notary Public for Oregon
My commission expires Mar. 31, 1932

(SEAL)

STATE OF OREGON)
) ss
COUNTY OF MARION)

On this 26th day of Sept., 1929, before me, a Notary Public in and for said county and state, appeared H. B. VAN DUZER, C. E. CATES AND ROBERT W. SAWYER, to me personally known, who, being each duly sworn, did say that he, said H. B. Van Duzer, is the Chairman of the State Highway Commission of the State of Oregon, and that he, the said C. E. Cates, and he, the said Robert W. Sawyer, are State Highway Commissioners of the State of Oregon; that the seal affixed to the within instrument is the seal of the State Highway Commission, and that said instrument was signed and sealed on behalf of said State by said Commission; and the said Chairman and said Commissioners acknowledged said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(Sgd.) H. BERNARD CLAISTER
Notary Public for Oregon

My Commission Expires: April 1, 1931.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 144-A

Post Office Building
Portland, Oregon.

Sept. 26, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

RECEIVED
SEP 28 1929
OREGON

Ayprs 5709

Form P. R. 2
State Oregon
Project No. 144, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5818

Form P. R. 9

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 19 29

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of December, 19 28, a project statement, which was approved by the Secretary on the 14th day of January, 19 29, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 22nd day of May 19 29, and approved by the Secretary on the 12th day of [illegible], 19[illegible]; and

Whereas the Secretary has certified to the Secretary of the Tr[illegible] such approval of said surveys, plans, specifications, and estimates, and the sum of ninety-f[illegible]sand, eight-five and 32/100

dollars ($ 25,085.32) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 1407+10 in Waldport and survey station 1873+35.6 at Yachats,

..... terminal points, a distance of 8.813 miles, known locally as the Roosevelt Coast Highway between Coos Bay and Hebo, Lincoln County, being Section A of Oregon Federal Aid Project No. 144, consisting of 8.750 miles of roadway and one bridge of more than 20 ft. clear span 0.023 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—5313

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ---------- (Include amount, date, and citation of Chap. 175, Laws of 1917; Chap. 21, Laws of 1923.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $139,685.70, Federal Aid $86,926.41; one bridge, approved estimate $13,110.90, Federal Aid $8,168.91.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of ninety-five thousand, eighty-five and 32/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifty-two thousand, seven hundred ninety-six and 60/100 dollars, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ (State or county) of _____ (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 257, Laws of 1917.**

(Include reference to statute authorizing funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

STRICKEN OUT

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 13th day of September, 1934

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____
Acting Secretary of Agriculture.

8—5518

STRICKEN OUT

STRICKEN

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 1407+10 in Waldport and survey station 1873+35.6 at Yachats,

locally known as the Roosevelt Coast Highway between Coos Bay and Hebo, Lincoln County, and designated in the records of this Department as Project No. Section A of 144, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 152,796.60 as the total estimated cost of Section A of said project, and the sum of $ 95,085.52 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorised Federal pro rata share the per cent of said total estimated cost.

Done at the city of Washington, this 12th day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. M. Arnold
Acting *Secretary of Agriculture.*

GWB

8—4829

PR144a

August 22, 1928

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 2900
Portland, Oregon

Dear Sir:

In compliance with the request contained in your letter of August 3rd, we are today mailing to you five blue print copies of the plan sheet for the Waldport-Yachats Project, Federal Aid Project No. 144-A, which plan sheet has been revised to include a supplemental plan showing the arrangement of the pile foundation which is being used in connection with the construction of the retaining wall at about Station 1428.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

August 3, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Will you please forward us revised prints of the retaining wall plan showing the arrangement of the piles which have been found necessary on Oregon Federal Aid Project No. 144-A, Waldport-Yachats Section of the Roosevelt Coast Highway.

Very truly yours,

W. H. LYNCH
District Engineer.

Carl A Cotton

Aug 7 1929

Waldport Ore

21 PH

Roy A Klein
State Highway Engineer
Salem, Ore

Attention of
S.H. Probert
Office Engineer

Dear Sir:

Attached hereto is plan of the Sea Wall with the arrangement of the piles in red.

Yours very truly
Carl A Peterson
Res. Engr.

RETAINING WALLS AND CONC

WALDPORT-YACHATS

9-4"

3 staggered

9 feet centers

T 94"

Facet center

WATER

August 6, 1929

Mr. Carl A. Peterson
Resident Engineer
Waldport, Oregon

Dear Sir:

The Bureau of Public Roads has requested a plan showing the arrangement of the piles that have been used in the foundation for the rubble masonry retaining wall on the Waldport-Yachats Section.

Please let us have a sketch from which to prepare such a plan.

Very truly yours,

HOE A. ELKIN
State Highway Engineer

By

E. H. Prebert
Office Engineer

EHP:AF

cc to Mr. J. S. Sawyer
Division Engineer
Office

PR14-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

POST OFFICE BUILDING

July 1, 1938

Mr. W. E. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We have your letter of June 30th in regard to the Waldport-Yachats Section of the Roosevelt Coast Highway, Federal Aid Project No. 166-A.

The plans for the pile foundations for box culverts have been added on Sheet 2 of the Federal Aid plans, and five blue print copies of that sheet are being sent under separate cover.

Copies of the easements which we are to receive from the Pacific Spruce Corporation will be furnished to you as soon as they have been executed by the officials of the Corporation.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

SHP:AF

21P4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, ORE.

June 24, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Enclosed, for signature and return to this office, are three copies of proposed project agreement for Oregon Federal Aid Project No. 144-A.—Waldport-Yachats Section of Roosevelt Coast Highway.

No Federal aid will be recommended for payment on this project until satisfactory easements for the involved railroad encroachments have been submitted.

Will you kindly submit the piling plan for the culverts.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

PR 144a

NOTED
State Highway Engineer
file

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✓

Attached hereto is a copy of the Viewers' report on the Waldport-Yachats Section of the Roosevelt Coast Highway, filed in the office of the County Clerk of Lincoln County, Oregon, on May 23, 1939. Any objections to said report, or any claims for additional damages should be filed not later than the day said report is read in open court for the second time, which will probably be June 6th, 1939.

NOTED
State Highway Engineer
file

Attached hereto is a copy of the Viewers' Report on the Waldport-Yachats Section of the Roosevelt Coast Highway, filed in the office of the County Clerk of Lincoln County, Oregon, on May 23, 1929. Any objections to said report, or any claims for additional damages should be filed not later than the day said report is read in open court for the second time, which will probably be June 6th, 1929.

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR LINCOLN COUNTY.

-0-

IN THE MATTER OF THE RESOLUTION OF THE COUNTY COURT OF LINCOLN COUNTY, OREGON, TO ESTABLISH THE WALDPORT-YACHATS SECTION OF THE ROOSEVELT COAST HIGHWAY.

VIEWERS' REPORT

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF THE ABOVE NAMED COUNTY:

We, the undersigned Board of County Road Viewers, appointed by the Court to view, survey if necessary, locate and establish the above described road and assess damages thereon if any there be, beg to report:

That pursuant to said order we met at the initial point on the 17th day of May, 1929, at the hour of 10:00 o'clock A. M. of said date as provided in said order, for the meeting of the undersigned viewers, and after first taking the oath of office faithfully and impartially to discharge the duties of our appointment, proceeded to view the said road and assess damages as directed in said order, according to the survey of the Bureau of Public Roads relocated by the Bureau of Public Roads, a plat of which is on file with the County Clerk of Lincoln County, Oregon.

We report the damages of the following named persons through whose lands said road is to be located, to be rendered less valuable by reason of the location of the said road, in the amounts set opposite their respective names, to-wit:

G. H. and Dilla Phibbs	$ 400.00
Geo. W. and Mildred E. Colvin	10.00
Arthur L. Peck	$ 1.00
Maud C. Keady	1280.00
Ruth E. Burtis	30.00
Ruth Buchanan	700.00
E. B. and Mable A. Beaty	700.00
Cary B. Hallmark	200.00
I.L.Patterson, A.Donaldson and H. Bennett	50.00
Jefferson Myers, N½,Lot 1, Sec. 36, Twp. 13 S.R.12 W.	10.00
C. E. Linton, S½ of Lot 1, Sec. 36, Twp. 13 S.R.12 W.	10.00
Jefferson Myers, SW¼,Sec. 36, Twp. 13 S.,R. 12 W.	10.00
J. C. Plankington.....(Cultivated Land)	260.00
Mary E. Gillespie, Opal Gillespie, Ruth E. Burtis .....(Cultivated Land)	312.00
Western Coast Land Co	100.00
U. S. Spruce Prod. Corp	1.00
Floyd E. Johnson, Marjorie E. Wolsiffer, Vernon M. Johnson, Mary L. Johnson	150.00

IN SAN MARINE

C. E. Linton, 11½ lots at $15.00 each	170.00
Mattie Helm, Lot 8, Block 20	15.00
Ida E. Day,.....Lot 14, Block 20	15.00
R. F. Jones..... " 13, " 20	5.00
Dollie Greenfield.. " 7, " 21	15.00
L. U. Eyerly..... " 8,9,15, Block 21	45.00
Mary E. Gillespie, Opal L. Gillespie, Ruth E. Burtis . " 16, Block 21	1.00
C. W. Miller..... " 8, " 22	15.00
Bud Jones..... " 8, " 23	1.00

J.W. and Sarah G. McDougal, Lot 15, Block 23	10.00
James Lewton.....Lot 5, Block 24	$ 1.00
F. Furst	10.00
Marion Ruble	10.00
C. C. Reynolds (Geo. F. Murphy) (Cultivated Land)	250.00
J. Charles Linthicum (Fred W. German Co.)	35.00
C. C. Spencer Est	50.00
Wm. Reynolds	15.00
Floyd Taylor	1.00
Ella Reynolds.....(Cleared Land)	200.00
Fred Purath	25.00
C. I. and Alma Cooper	10.00
Tim Welp	65.00
Bert L. Wolfe	35.00
Mamie Murphy	1.00
D. D. Huffman	365.00
Lumbermans Trust Co.,	1.00
Adolph Kotzman	1.00
Harry E. and Edith V. Wheeler	1.00
Virgie Hays	1.00

And as to any and all persons owning any land whatsoever over and across which said proposed road may be located and established whose names are not listed above, or by inadvertance have been overlooked, the Board of Viewers does hereby award One Dollar damages to each and every one of such persons.

That in our opinion said road should be established for the following reasons: That there is at present no road along the greater portion of the proposed route, and that said proposed route will permit of the establishment and permanent improvement of a highway and for the further reason that said highway forms a connecting link in the Roosevelt Coast Highway.

Dated this 22nd day of May, 1929.

L. H. PAYNE
H. M. TEEL
Z. M. DERRICK
} BOARD OF COUNTY VIEWERS.

Endorsed: "IN THE COUNTY COURT OF THE STATE OF OREGON FOR LINCOLN COUNTY. IN THE MATTER OF THE RESOLUTION OF THE COUNTY COURT OF LINCOLN COUNTY, OREGON, TO ESTABLISH THE WALDPORT-YACHATS SECTION OF THE ROOSEVELT COAST HIGHWAY." VIEWERS' REPORT.
FILED MAY 23 1929. Carl Gildersleeve, County Clerk"

PR144a

June 18, 1930

Standard Oil Company of California,
P. O. Drawer 1197,
Portland, Oregon.

Gentlemen:

Attention: Mr. F. M. Bring.

Replying to your inquiry of the 5th inst., concerning the contract awarded to Eklefsen & Wegmann, wish to say that this is state highway contract #1093 being for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway in Lincoln County, consisting of 8.82 miles of grading.

The amount of the contract is $186,987.00. The bond is in the sum of $65,493.50 and was written by the Fidelity & Deposit Company of Maryland for whom Clarence D. Porter is the local agent with offices in the Lewis Building, Portland. The time limit set for completion of this job is May 31, 1930.

Very truly yours,

By A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JS

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
S. E. NORD
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

June 5, 1929.

Edlefsen & Weygandt

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

We are furnishing Petroleum products which are being used in connection with the contract which Edlefsen & Weygandt hold for grading the Roosevelt Highway near Waldport.

In order to complete our records we require the following information:

Description and location of the work
Contract number
Amount of the contract
Name and address of the bondsmen furnishing the material men bond
Amount of the bond
Time limit to the contractor or estimate of when job will be completed

We wish to thank you for furnishing this information, and for your convenience a stamped and addressed envelope is enclosed.

Contract No. 1093 - Edlefsen-Weygandt Co. Portland.
Waldport-Yachats Section of the Roosevelt-
Coast Highway in Lincoln County.
8.82 Miles of Grading.
Surety is: Fidelity & Deposit Company of Maryland,
Clarence D. Porter, Agent, 54 Lewis Bldg.,
Portland, Oregon.
Amount of bond is: $63,493.50
Completion date is May 31, 1930-
CDE:LP
Enc.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By W. L. Muncy

ANSWERED
H. B. G.

BRIDGE ENGINEER'S WEEKLY REPORT PR 144a

June 13,1929

Mr. C.A. Catching,
Box 143,
Roseburg, Oregon.

Dear Sir:-

Enclosed herewith please find fully executed copy of contract #1095 which was awarded to you on May 23, 1929 by the State Highway Commission covering construction of a bridge over Big Creek near Waldport on the Roosevelt Coast Highway in Lincoln County.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. E. Glaisyer
Chief Clerk.

JB
enc.

Form 30—D-12287—4M—4-29.

PR 144a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
S. SAWYER

Date June 9th, 1939

Job name Waldport - Yachats Grading

Highway Roosevelt Coast

County Lincoln Job prefix 7 L P H PR 144-A

Week from June 1st to June 8th

Mail address Waldport Ore.

Telegraph or telephone address " "

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Edlefson Weygandt Co commenced work on this section Monday. A gang of 13 men started clearing and grubbing on the north end. A 30 H.P Cat was piling the logs and drift wood where the Sea Wall goes.

The working force is being increased each day as he becomes organized.

Engr Crew Xsectioned on The Yachats end.

Low Amort. Computor was transferred from Tom Rice to this party June 2nd

(See back of this sheet for instructions and detailed information)

Signed Carl A Peterson

Title Res Engr

Oregon

GRADING CONSTRUCTION

Total miles of grading in project 8 8 2

Miles completed 0

Miles completed except finishing 0

Total cubic yards in project 160000

Cubic yards moved to date 0

Miles covered by contractor's forces 1

Miles cross-sectioned 0

Miles cross-sections completed and checked 0

Miles to be remeasured 8 8 2

Number men in Engineering Party 4

Contractor's average force for week 13 men,

30 H P teams, ... steam shovels

Grading work will be completed about May 31st 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

Form 39—C-7516—2M—1-28.

PR 144-A

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
J. S. SAWYER

Date June 2nd, 1928.

Job name Waldport - Yachats
Gradiva

Week from May 25th to June 1st

Mail address Waldport - Ore.

Highway Roosevelt Coast

Telegraph or telephone address " "

County Lincoln Job prefix 21 PH

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Actual work has not commenced as yet on this Contract.

Contractor getting living quarters this week.

Shipped Sand & Gravel to Salem Laboratory for test.

JUN 3

(See back of this sheet for instructions and detailed information.)

Signed Carl A Peterson

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR-144-A

May 28, 1926.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Waldport-Yachats Section, Project 144-A.

We are also enclosing copies of drawings 2023 and 2024 of standard sawed-timber and log culverts. These copies are being sent in accordance with a request by your Mr. Wright.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Encl.

PA 144-L

May 25, 1928.

Department of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Waldport-Yachats Section, Project 144-A.

We are also enclosing copies of drawing 2023 of standard wood-timber box culverts. These copies are being sent in accordance with a request by your Mr. Wright.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict By J. W. Nash/AP
Encl.

Oregon State Highway Department — Project No. 144-A

HALFWAY-HACKATA SECTION OF THE ROOSEVELT COAST HIGHWAY

IN LINCOLN COUNTY

(Estimate on basis for project agreement. Based on contract prices.)

Salem, Oregon, May 28, 1929.

Roadway:

All Required	Clearing and Grubbing			$15,400.00
146,000 cu.yds	Common Excavation		.27	39,420.00
14,000 cu.yds	Solid Rock Excavation		1.00	14,000.00
600 cu.yds	Rock Excavation for Wall		1.25	750.00
190,000 yd.sta.	Overhaul		.02	3,800.00
9,000 yd.sta	Truck Haul		.15	1,350.00
280 cu.yds	Class "A" Concrete		25.00	7,000.00
10 cu.yds	Class "D" Concrete		30.00	300.00
1,600 cu.yds	Rubble Concrete		15.50	24,800.00
200 cu.yds	Rip Rap		5.00	1,000.00
24,000 lbs	Metal Reinforcement		.06	1,440.00
80 M-FBM	Lumber and Timber		58.00	5,480.00
6,200 lin.ft	Timber Piling		.54	3,348.00
40 lin.ft	2' x 2' Timber Culverts		1.25	50.00
70 lin.ft	3' x 3' Timber Culverts		2.25	157.50
30 lin.ft	6' x 8' Timber Culverts		7.00	210.00
180 lin.ft	12" Concrete Pipe		1.15	172.50
530 lin.ft	18" Concrete Pipe		2.15	1,247.00
1,000 lin.ft	24" Concrete Pipe		2.90	4,640.00
350 lin.ft	30" Concrete Pipe		4.30	1,505.00
80 lin.ft	36" Concrete Pipe		5.60	448.00
600 lin.ft	6" Porous Drain Tile		.20	120.00
85 cu.yds	Concrete Guard Railing		25.00	2,125.00
		Sub-total		$126,987.00
		10% Engr. & Cont.		12,698.70
		Total (Roadway)		$ 139,685.70

Big Creek Bridge

120 cu.yds	Excavation	4.00	$ 480.00
10 cu.yds	Excavation below plans	10.00	100.00
1,700 lin.ft	Foundation Piling	.50	850.00
180 cu.yds	Class "A" Concrete	26.00	4,680.00
81 cu.yds	Class "D" Concrete	25.00	2,025.00
53,000 lbs	Metal Reinforcement	.05	2,650.00
258 lin.ft	Concrete Handrail	4.50	1,134.00
	Sub-total		$11,919.00
	10% Engr. & Cont.		1,191.90
	Total (structure)		$13,110.90

Gross length of project (including Big Crk. Br.)	8.813 miles
Length of Big Creek Br.	.023 "
Net length of project (excluding Big Crk. Br.)	8.790 "
Cost per mile (including Big Crk. Br.)	$17,337.35
Cost per mile (excluding Big Crk. Br.)	$15,891.54

SUMMARY

Item	Federal Aid	State Funds	Total
Roadway	$ 86,227.03 (82.23%)	$ 52,753.07	$138,980.10
Bridge	2,158.91 (82.23%)	4,957.98	15,116.89
	$ 88,385.94	$ 57,711.05	$152,797.00

State funds for construction: Chap. 175, Laws 1917, Chap. 31, laws 1919
State funds for maintenance - Reg. Sess. 17, 1917; Chap. 237, laws 1917.

PR-144 A

May 20, 1938.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Enclosure:

We are enclosing herewith six copies of estimate with plans and five copies of special provisions covering the Waldport-Yachats Section, Project 144-A.

Under separate cover we are sending two sets of blueprint plans and one set of original cross-sections. The additional sets of plans will be forwarded to you within the next few days.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Prebert
Office Engineer

Oregon State Highway Department — Project No. 144-A

WALDPORT-YACHATS SECTION OF THE ROOSEVELT COAST HIGHWAY

IN LINCOLN COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, May 20, 1929.

Roadway

All Required	Clearing and Grubbing		$15,000.00
146,000 cu.yds	Common Excavation	.30	43,800.00
14,000 cu.yds	Solid Rock Excavation	1.00	14,000.00
600 cu.yds	Rock Excavation for Wall	1.00	600.00
190,000 yd.sta.	Overhaul	.03	5,700.00
9,000 yd.mi	Trunk Haul	.50	4,500.00
280 cu.yds	Class "A" Concrete	25.00	7,000.00
10 cu.yds	Class "C" Concrete	27.00	270.00
1,000 cu.yds	Rubble Concrete	12.00	12,000.00
200 cu.yds	Rip Rap	3.00	600.00
24,000 lbs	Metal Reinforcement	.10	2,400.00
60 M-FBM	Lumber and Timber	50.00	3,000.00
6,300 lin.ft	Timber Piling	1.00	6,300.00
40 lin.ft	2 x 2' Timber Culverts	4.00	160.00
70 lin.ft	3 x 3' Timber Culverts	6.00	420.00
30 lin.ft	6 x 8' Timber Culverts	12.00	360.00
150 lin.ft	12" Concrete Pipe	1.50	225.00
580 lin.ft	18" Concrete	2.50	1,450.00
1,000 lin.ft	24" Concrete Pipe	3.50	3,500.00
350 lin.ft	30" Concrete Pipe	6.00	2,100.00
80 lin.ft	36" Concrete Pipe	7.00	560.00
600 lin.ft	6" Porous Drain Tile	.20	120.00
85 cu.yds	Concrete Guard Railing	27.00	2,295.00
	Sub-total		$ 135,060.00
	10% Engr. & Cont.		13,506.00
	Total		$ 148,566.00

Net Length of Roadway 8.730 miles
Cost per mile $16,976.79

Big Creek Bridge:

120 cu.yds	Excavation	$ 6.00	$ 720.00
10 cu.yds	Excavation below plans	8.00	80.00
1,700 lin.ft	Foundation Piling	.60	1,020.00
180 cu.yds	Class "A" Concrete	22.00	3,960.00

81 cu.yds	Class "D" Concrete	$23.00	$ 1,863.00
53,000 lbs	Metal Reinforcement	.05	2,650.00
252 lin.ft	Concrete Handrail	5.00	1,260.00
		Sub-total	$11,813.00
		10% Engr. & Cont.	1,156.30
		Total	$12,968.30

Length of Structure 120 feet = .023 miles
Cost per mile $552,534.78

SUMMARY

Item	Federal Aid	State Funds	Total
Roadway	$88,863.33 (62.25%)	$ 56,362.67	$145,226.00
Bridge	7,908.37 (62.25%)	4,729.91	12,638.30
	$100,771.70	$ 61,092.60	$161,864.30

Gross Length of Project 8.813 miles
Length of Big Creek Bridge .023 miles

Net Length of Project 8.790 miles.

PR #

PR 144 C

May 10, 1938.

The Eugene Concrete Pipe Co.
Eugene, Oregon.

Attention Mr. Howard A. Hall

Gentlemen:

To provide you with the information requested in your letter of May 9, we are listing below the quantities of concrete pipe called for by our plans for the grading of the Waldport-Yachats Section of the Roosevelt Coast Highway.

12" Concrete Pipe	160 lin.ft
18" Concrete Pipe	680 lin.ft
24" Concrete Pipe	1600 lin.ft
30" Concrete Pipe	880 lin.ft
36" Concrete Pipe	80 lin.ft
6" Porous Drain Tile	600 lin.ft.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

SHP:AP

...FORD, PRESIDENT
HOWARD A. HALL, VICE PRESIDENT

PHONE 903

IVAN M. WARE, SECRETARY
BRUCE B. BRUNDAGE, TREASURER

EUGENE
CONCRETE PIPE COMPANY

HIGHWAY CULVERT PIPE
SEWER PIPE, DRAIN PIPE
IRRIGATION AND WATER PIPE

McINTYRE HOLLOW WALL TILE
SHOPE FACE BRICK BLOCK
VAULT AND SEPTIC TANKS

ESTABLISHED 1912
CONCRETE PRODUCTS OF MERIT

EUGENE, OREGON

May 9th, 1929.

Mr. Sam H. Probert, Engineer,
Oregon State Highway Commission.
Salem,
Ore.

Dear Mr. Probert :

We note that there is to come up for bids on May 23rd the Waldport-Yahats Section of the Roosevelt Highway and would like to have the footages of the various sizes required on the plans if you please.

Very truly yours,

EUGENE CONCRETE PIPE CO.,

Howard A. Hall

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER CAUSES BEYOND OUR CONTROL. PRICES SUBJECT TO CHANGE WITHOUT NOTICE. ADDRESS COMMUNICATIONS TO THE COMPANY

CONTRACT # 1088,

SEE:

CONTRACT # 770,

1088 SEE: Contract 770

CONTRACT #1089,

SEE:

CONTRACT #1029,

26

1089 SEE: Contract 10[illegible]

6

CONTRACT # 1090, 1094,
1184,

PR 147-A Grading Pilot Butte-Horse Ridge 1930

1090. 1094. 1184 Folder # 2

PR 197 A

May 25, 1934

Dey, Hampson & Nelson
Attorneys at Law
800 Pacific Building
Portland, Oregon

Attention of Mr. Morris

Gentlemen:

In accordance with your letter of May 24 I am enclosing invoice of the State Highway Commission for cost of furnishing certified copies of certain correspondence, assignments, claims, etc. in connection with J. W. Peak Construction Company's contracts with the State Highway Commission, which material was used by you in the trial of the case of J. W. Peak v. The Marion Steam Shovel Company.

As requested by telephone, I am enclosing the certified copy of claim of S. S.Schell. This copy you will note is a certified copy of a certified copy received by the State Highway Commission from the Secretary of State in whose office the original is on file.

Very truly yours,

Secretary

HBG:AJ

Enc.

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT

W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF
DONALD K. MOE

May 24, 1934.

Mr. H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

As we advised you Tuesday, Judge McNary at the close of plaintiff's case on the trial of J. W. Feak v. The Marion Steam Shovel Company, rendered a judgment of involuntary nonsuit, so doing away with the necessity of our putting on testimony. However, we are entitled to recover costs incurred from J. W. Feak.

Will you please, therefore, bill us for the copies of the correspondence and of notice of lien of S. S. Schell which you secured for us?

We thank you very much for the cooperation you rendered us in this matter.

Very truly yours,
Dey, Hampson & Nelson

24-19

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

147-a

SALEM, OREGON
APRIL 11, 1933

H. L. SWETT
800 PACIFIC BUILDING
PORTLAND, OREGON

FRAK CONTRACT FOR GRADING BARNHOUSE RANCH TO PICTURE GORGE SECTION OF OCHOCO HIGHWAY WAS ACCEPTED AS COMPLETE DECEMBER TWENTY THIRD NINETEEN THIRTY

R. H. BALDOCK

COLLECT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

J. McF.

#1090

147-A

March 8, 1933

Mr. Eugene C. Libby,
Attorney at Law,
718 Oregonian Bldg.,
Portland, Oregon.

Dear Sir:

In response to your inquiry of March 2nd we wish to advise that the Geo. C. Johnson contract No. 1090 - Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, was completed on December 30, 1930. This date is also considered the date of acceptance by the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

EUGENE C. LIBBY
ATTORNEY AT LAW
715 OREGONIAN BUILDING
ATWATER 6275
PORTLAND, - OREGON

March 2, 1933.

RECEIVED
MAR - 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly advise the date of completion of the contract and acceptance of the work by the state on State Highway Contract No. 1090 covering the regrading of the Pilot Butte-Horse Ridge Section of the of the Central Oregon Highway in Deschutes County?

Thanking you for the courtesy of an early reply, I am

Yours very truly,

Eugene C. Libby.

ECL:AVH

Very truly yours,

Secretary

MEG:AJ

February 15, 1955

Mr. Eugene C. Libby, Attorney
715 Oregonian Building
Portland, Oregon

Dear Sir:

Replying to your inquiry of the fourteenth instant, the bond furnished by Geo. C. Johnson in connection with the contract awarded to him by the State Highway Commission for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County was in the sum of $50,000, and was written by the Metropolitan Casualty Insurance Company of New York whose offices are in the Wilcox Building, Portland.

The State Highway Commission does not take official action with respect to the discharge of liability of bonds furnished in connection with highway contracts. This particular project was completed on December 30, 1950, and final payment has been made.

In the event that you have a client who has a claim against Mr. Johnson arising out of this work, it is very likely that the bonding company cannot be held responsible for the satisfaction of the claim unless the claimant has previously filed notice of his claim with the Secretary of State in conformance with the provisions of the statutes.

Very truly yours,

Secretary

HBG:AJ

EUGENE C. LIBBY
ATTORNEY AT LAW
715 OREGONIAN BUILDING
ATWATER 6378
PORTLAND, · OREGON

February 14, 1933.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you kindly advise the amount of the bond on state highway contract No. 1090 which was for the re-grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County? Will you also advise whether or not the bond has ever been discharged?

Yours very truly,

Eugene C. Libby.

ECL:AVH

RECEIVED
FEB 15 1933
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 30 1933
STATE HIGHWAY COMMISSION

PRIVATE

February 2, 1932

Bend Garage Company,
Bend,
Oregon.

Attention of Mr. H. C. Orvieton

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 27th ult., with further reference to the claim of S. N. Morris against O. C. Johnson.

I regret very much that there is no further information that I can give you concerning the collection of the claim than that given you in my previous letter.

The records show that we have no monies owing to Mr. Johnson for this work at the present time, the final warrant having been paid to Mr. Johnson on March 14, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

for Economical Transportation
CHEVROLET

Bend Garage Company

Accessories - Supplies
Repairing

BEND, OREGON

RECEIVED
JAN 28 1932
OREGON
STATE HIGHWAY COMMISSION

January 27, 1932

State Highway Commission
Salem, Oregon

Gentlemen:

Sometime ago we forwarded you a claim to be filed against one, G. C. Johnson, and signed by one, S. N. Morris.

Mr. Morris advises us that the reason this claim was not filed in the regular manner according to law was the fact that Mr. H. E. Cross of Prineville, Oregon, who was a subcontractor, claimed that moneys were being held up by the State in regard the contract and just as soon as it was available Mr. Morris was to get his money. Therefore, on account of his waiting, two contractors, namely, Mr. Johnson and Mr. Cross, had moved to different localities, thereby illiminating any personal contact with Mr. Morris.

We believe that the claim you now have in your office should be sufficient evidence to file on this matter.

Yours very truly,
BEND GARAGE COMPANY

H. C. Ormsbee

Office Manager

HCO:W

PR1479

January 18, 1932

Bend Garage Company,
Bend,
Oregon.

Attention of Mr. H. C. Ormiston, Office Manager

Gentlemen:

Reply is made to your letter of the 14th inst., concerning the claim of S. N. Morris against G. C. Johnson.

There is no additional information that I can give you than was given in my letter of December 26, 1931. At that time this claim was called to the attention of the contractor and his surety on the bond, in accordance with our usual practice, but we have heard nothing from either of them as to whether or not it is their intention to take care of this claim.

Due to the fact that the State has no monies due or payable to Mr. Johnson, it seems that there is no recourse available for Mr. Morris, except to bring suit provided, of course, he is unable to secure settlement without going to Court.

The bond furnished by Mr. Johnson in connection with the contract in question, was written by the Metropolitan Casualty Insurance Company of New York, for whom M. L. Gilbert was local agent at the time the contract was awarded. His office was in the Spalding Building, Portland.

It is noted in the second paragraph of your letter that you mention that Mr. Johnson is in Glendale, California. We have no knowledge of this; the only address we have for him is 509 N. 14th Street, Portland.

I am enclosing in this letter a mimeographed copy of Chapter 280 of the laws for 1931 regarding the filing of claims against highway contractors.

Very truly yours,

STATE HIGHWAY COMMISSION

HBG:AJ

By

Secretary

Buick

Bend Garage Company

Accessories · Supplies

Repairing

BEND, OREGON

RECEIVED
JAN 15 1932
OREGON
STATE HIGHWAY COMMISSION

147-W

January 14, 1932

State Highway Commission
Salem, Oregon

Gentlemen:

We would appreciate your advising us what results you have had relative to the S. N. Morris and G. C. Johnson road claim.

You advised us sometime ago that you were contemplating writing Mr. Johnson in Glendale, California, asking him to take care of this matter for Mr. Morris, but to this date we have received no reply either from you or Mr. Johnson.

Anything that you may do to assist us in this matter will be greatly appreciated.

Yours very truly,
BEND GARAGE COMPANY

H C Ormsbee
Office Manager

HCO:W

#1090
9PE

-pp.147a

December 26, 1931

The Bend Garage Company
Bend, Oregon

Attention: Mr. H. C. Ormisten
Office Manager

Gentlemen:

Acknowledgment is made of the receipt of your letter of the 24th instant inclosing a notice of the claim of S. N. Morris against G. C. Johnson, the same being in the sume of $72.00 for team hire incurred in connection with the contract awarded to Mr. Johnson by the State Highway Commission for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

The State Highway Commission has no money owing to Mr. Johnson in connection with this project at the present time, final payment having been made some time ago. If Mr. Morris has filed his claim with the Secretary of State in accordance with the provisions of the statutes then he has recourse to action in the courts against the bond furnished by Mr. Johnson in connection with this project, otherwise his action will be against Mr. Johnson individually as the period within which claims are to be filed with the Secretary of State has now expired.

If, as stated in your letter, Mr. Morris has a bill bearing the approval of the contractor to us that Mr. Johnson would prefer to pay th rather than go to court concerning it.

I am today calling this matter t ntion of Mr. Johnson and the surety on his bond.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:PW

December 26, 1931

Metropolitan Casualty Ins. Co. of N. Y.
M. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemens

We hand to you herewith a copy of the letter and notice of claim which we have received from the Bend Garage, said claim being that of S. M. Morris for team hire in the sum of $72.00 in connection with the contract awarded C. C. Johnson for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

This information is given you since you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

STATE HIGHWAY COMMISSION.

By

Secretary

PW
Inc.

cc C. C. Johnson
309 N. 14th Street
Portland, Oregon

Bend Garage Company
Accessories · Supplies
Repairing
BEND, OREGON

RECEIVED
DEC 26 1931
OREGON
COMMISSION

December 24, 1931

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

We are inclosing herewith for one, S. N. Morris, claim against G. C. Johnson and the Metropolitan Life Insurance Company for work performed on State Highway Job 1090, which we trust you will file in the usual manner.

Mr. Morris advises us that he has had a terrible time trying to get his money out of this job, as apparently the contractors are passing it back and forth between one another and getting nowhere.

We have in our files for Mr. Morris a bill dated February 12, 1930, that was presented to the subcontractor and was OK'd by him and received in your office by stamp thereon June 20, 1930, but for some unknown reason this matter has been laid aside. Therefore, we would appreciate your assistance on this matter if possible.

Yours very truly,
BEND GARAGE COMPANY

H. C. Armitage
Office Manager

HCO:W

Notice is hereby given that the undersigned, S. N. Morris, has a claim for work performed by his team of horses in the sum of seventy two dollars ($72.00) against the bond taken from G. C. Johnson and the Metropolitan Life Insurance Company, for the work of grading on mile ten and eleven (10 - 11) on the contract of H. Earl Cross, performed on State Highway job #1090 on the Pilot Butte Horse Ridge section of the Central Oregon Highway, Deschutes county.

Signed S. N. Morris

PR

MATERIALMAN'S CLAIM.

Project No.1267---------Contract No. 1184.

See file PR1670 Stark Prod. for correspondence in connection with this claim

To the Oregon State Highway Commission:

Notice is hereby given that the undersigned, the Oregon Powder Company, has a claim for materials furnished, to wit, explosive and explosive supplies, in the principal sum of $739.50, together with interest thereon at the rate of 6% per annum from the 2nd day of August, 1930, until paid, against the bond taken from the original contractor, J. W. Feak Construction Company, as principal, and the Union Indemnity Company of New Orleans, Louisiana, as surety, for the work designated as Project No. 1267, Contract No. 1184, and known as the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County: said materials were purchased on the 2nd day of August, 1930, by C. E. Silbaugh, a sub-contractor under the original contractor, and used upon the aforesaid contract, and payment therefor has not been made.

Nov. 27, 1931

Dated this 23rd day of November, 1931.

OREGON POWDER COMPANY.

by J. A. Denn
President.

State of Oregon)
) ss
County of Multnomah)

I, J. A. Denn, being first duly sworn, depose and say; that I am the President of the Oregon Powder Company and that the aforesaid statement of claim is true as I verily believe.

J. A. Denn

Subscribed and sworn to this 23rd day of November, 1931.

Fred M. Cantwell
Notary Public for Oregon.
My Comm. expires Nov. 22nd, 1932.

PP1479
see file PP1400
for Mr. Packwood
letter.

November 25, 1931

Union Indemnity Company,
Hansen & Rowland, Inc.,
Failing Building,
Portland, Oregon.

Gentlemen:

This is to notify you that we have received advice, through Fred W. Packwood, Attorney, that Oregon Powder Company has a claim against J. W. Peak Construction Company, to whom the State Highway Commission awarded the contract for the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, for materials furnished to C. E. Silbaugh, subcontractor. The amount of the claim is $759.50.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

AJ

CC J. W. Peak Construction Co.,
Pacific Bldg.,
Portland, Oregon.

To the Oregon State Highway Commission.

#1184

State of Oregon)
) ss
County of Multnomah)

I, J. A. Denn, being first duly sworn, depose and say; that I am the president and manager of the Oregon Powder Compant, a corporation organized under and by virtue of the laws of the State of Oregon; that on the 2nd day of August, 1930, the Oregon Powder Company furnished to C. E. Silbaugh, at his instance and request 5000 lbs. of #70 Quarry Special Powder for which there is due owing and unpaid the sum of $739.50, with interest thereon at 6% per annum from date of sale until final payment is made: that said powder was bought for and used upon contract No. 1184, known as the Bend-Horse Ridge section of the Central Oregon Highway in Deschutes County; that said contract was completed on December 24th, 1930 and the J. W. Feak Construction Company was the original contractor, C. E. Silbaugh being a sub-contractor thereunder.

Based upon the above the Oregon Powder Company desires a certified copy of the original contract and its accompanying bond.

Dated this 19th day of November, 1931.

J. A. Denn.

Subscribed and sworn to before me on the date last above mentioned.

Fred W. Parkwood
Notary Public for Oregon.
My Comm. expires Nov. 22nd, 1932.

#1184
Bond & Cr
Ins. Cr

PR1479

November 14, 1951

Barry & Morrison,
Attorneys at Law,
Bedell Building,
Portland, Oregon.

Attention of H. H. Morrison

Gentlemen:

Receipt is acknowledged of your letter of November 12, enclosing affidavit that you are the attorney for the Randsmite Company, which company furnished materials which were used in the construction of the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway Contract No. 1184, J. H. Peak Construction Company, contractor.

In compliance with the affidavit, we are pleased to hand you herewith a certified copy of the contract and bond which was executed in connection with the above described project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

#1184
Deschutes

Barry & Morrison

Law Offices

705-7 Bedell Building

Alexander G. Barry
William H. Morrison

Portland, Oregon.

November 12, 1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you please forward us a certified copy of the bond and contract in connection with that certain contract performed by the J. W. Veak Construction Company, covering the Bend-Horse Ridge Section of the Central Oregon Highway.

An affidavit of the writer is enclosed herewith.

Yours very truly,

BARRY & MORRISON,

By W H Morrison

WHM:G
(encl)

RECEIVED
NOV 13 1931

STATE OF OREGON)
) ss
County of Multnomah)

I, W. H. Morrison, being first duly sworn, depose and say that I am attorney for the Randanite Company, which company furnished material which was used in connection with the construction of that certain contract entered into between J. W. Peak Construction Company and the State of Oregon, for the performance of the contract known as Bend-Horse Ridge Section of the Central Oregon highway; that the said Randanite Company has filed notice of claim with the Secretary of State; that this affidavit is furnished for the purpose of procuring a certified copy of the contract and bond.

W. H. Morrison

Subscribed and Sworn to before me

this 12 day of November, 1931.

E. B. Barry
Notary Public for Oregon
My Commission expires:
June 4, 1935

#1090

PP1479

November 13, 1931

Mr. Ross Farnham,
Attorney at Law,
Bend, Oregon.

Dear Sir:

In response to your inquiry of November 12th we wish to advise that the Geo. C. Johnson contract No. 1090 - Pilot Butte-Horse Ridge Section of the Central Oregon Highway, in Deschutes County, was completed and accepted on December 30th, 1929.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

Dict. by J. McFarland.

ROSS FARNHAM
ATTORNEY AT LAW
BEND, OREGON

November 12, 1931

State Highway Commission,
Salem, Oregon.

Gentlemen:

Re: Pilot Butte Horse Ridge Section,
Central Oregon Highway,
George C. Johnson, Contractor-
1090.

Willyou kindly advise me whether or not your office makes any formal record of the date of completion of a highway contract and if so will you kindly advise me what the record consists of and the date your records show the work to have been completed under the above contract?

Awaiting your reply, I am

Yours very truly,

Ross Farnham

RF:S

RECEIVED
NOV 14 1931
OREGON
STATE HIGHWAY COMMISSION

Completed Dec. 30, 1929

#1184
Deschutes

PR 1472

November 12, 1931

Hal E. Hoss,
Secretary of State,
Capitol Building.

Dear Sir:

Receipt is acknowledged of your letter of November 9, 1931, enclosing three certified copies of notice of claim filed by Kendenite Company, in the sum of $1,572.55, against J. W. Funk Construction Company, to which the State Highway Commission awarded the contract for the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway Contract #1184.

We are sending a copy of the notice of claim to the J. W. Funk Construction Company, and also a copy to its surety.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

AJ

November 12, 1931

Union Indemnity Company,
Hansen & Rowland, Inc.,
405 Failing Building,
Portland, Oregon.

Gentlemen:

We hand you herewith copy of notice of claim, filed with the Secretary of State on November 9, 1931, against J. W. Peak Construction Company, to which the State Highway Commission awarded the contract for the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County; State Highway Contract #1184. The amount of the claim is $1,572.55 for explosives and blasting accessories furnished and used by C. E. Silbaugh, subcontractor under J. W. Peak Construction Company, and is owing to Handsmite Company, formerly Puget Sound & Alaska Powder Co.

This information is furnished you as you appear as surety on the bond furnished to the State in connection with this project.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

CC J W Peak Construction Co.
Pacific Bldg., Portland

E. Hoss
Secretary of State

C. N. Laughridge
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

November 9, 1931

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received from Messrs. Barry & Morrison, Attorneys, Portland, Oregon, and filed as of this date, a notice of claim by Randanite Company for materials, together with interest, in the sum of $1572.55 against the bond taken from J. W. Feak Construction Company, principal, and Union Indemnity Company, surety, for work on the Bend-Horse Ridge Section of the Central Oregon Highway, State Highway Contract No. 73073.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

Hal E Hoss

HM

Secretary of State.

RECEIVED
NOV 11 1931
OREGON
STATE HIGHWAY COMMISSION

United States of America

To Secretary of State, Salem, Oregon.

Notice is hereby given that the undersined RANDANITE COMPANY

has a claim in the sum of $1572.55 Fifteen hundred seventy two & 55/100 dollars,

against J. W. PEAK CONSTRUCTION CO and against the bond taken from Union
(Contractor)
Indemnity Co. for the work of Construction of the Bend-Horse Ridge section of
(Surety)
the Central Oregon Highway, Contract # 73073
(Description of work for which bond was taken)

Said claim is for Explosives and Blasting Accessories furnished

and used on this work by C. E. Silbaugh, Sub-Contractor, including interest in

the amount of $172.55
(If for work or labor state nature thereof, if for material or supplies furnished state generally what material or supplies were furnished)

In the event the above claim is not settled and paid without

an action in the courts to enforce the same, in addition to the above item,

undersigned claims the sum of $ Three hundred & fifty dollars ($350.00) dollars

as an attorney's fee, and the sum of $100.00 (One hundred ————) dollars to

defray costs of said action.

RANDANITE COMPANY

Formerly PUGET SOUND & ALASKA POWDER CO.

BY: H. G. BEALES
Secretary-Treasurer

Subscribed and sworn to before me this 21st day of October, 1931

(SEAL)

QUINTUS A. KANNE
Notary Public in and for the State of Washington, residing at Everett, Washington.

United States of America

To Secretary of State, Salem, Oregon.

Notice is hereby given that the undersigned RANDANITE COMPANY has a claim in the sum of $1572.55 Fifteen hundred seventy two & 55/100 dollars, against J. W. PEAK CONSTRUCTION CO and against the bond taken from Union
(Contractor)
Indemnity Co. for the work of Construction of the Bend-Horse Ridge section of
(Surety)
the Central Oregon Highway, Contract # 75073
(Description of work for which bond was taken)

Said claim is for Explosives and Blasting Accessories furnished and used on this work by C. E. Silbaugh, Sub-Contractor, including interest in the amount of $172.55
(If for work or labor state nature thereof, if for material or supplies furnished state generally what material or supplies were furnished)

In the event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to the above item, undersigned claims the sum of $ Three hundred & fifty dollars ($350.00) dollars as an attorney's fee, and the sum of $100.00 (One hundred ————) dollars to defray costs of said action.

RANDANITE COMPANY

Formerly PUGET SOUND & ALASKA POWDER CO.

BY: H. G. BEALES
Secretary-Treasurer

Subscribed and sworn to before me this 21st day of October, 1931

(SEAL)

QUINTUS A. KANNE
Notary Public in and for the State of Washington, residing at Everett, Washington.

Endorsed: File No. 1035
Filed November 9, 1931
HAL E. HOSS,
Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Rondanite Company for materials, together with interest thereon, in the sum of $1572.55 against the bond taken from J. W. Peak Construction Company, principal, and Union Indemnity Company, surety, for work on the Bend-Horse Ridge Section of the Central Oregon Highway, State Highway Contract No. 73073, with the original notice filed in the office of the Secretary of State on November 9, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 9th day of November, A. D. 19 31.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Randanite Company for materials, together with interest thereon, in the sum of $1572.55 against the bond taken from J. W. Peak Construction Company, principal, and Union Indemnity Company, surety, for work on the Bend-Horse Ridge Section of the Central Oregon Highway, State Highway Contract No. 73073, with the original notice filed in the office of the Secretary of State on November 9, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 9th day of November, A. D. 19 31

Hal E Hoss

Secretary of State

11E4

PR 1472

September 22, 1931

Union Indemnity Company
Hansen & Rowland, Agents
Failing Building
Portland, Oregon

Gentlemen:

We have today received notice of claim from the Bend Hardware Company, which claim is against C. E. Silbaugh and is for material furnished in the sum of $556.27 in connection with the J. W. Peak Construction Company's contract for the Bend-Horse Ridge Section of the Central Oregon Highway, state highway contract no. 1184. C. E. Silbaugh was subcontractor in connection with the above mentioned contract.

This information is given you since you appear as surety on the bond furnished in this connection.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:FW

cc J. W. Peak Construction Co.
504 Puyallup Avenue
Tacoma, Washington

September 22, 1931

Bend Hardware Company
Bend, Oregon

Attention: Mr. Geo. J. Childs

Gentlemen:

Reply is made to your letter of the 18th instant in which you advise us of your claim against C. E. Silbaugh, being for materials furnished Mr. Silbaugh on a graveling job a few miles east of Bend last year, which claim is in the amount of $556.27.

We presume that the contract to which you refer was the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway, state highway contract # 1184. This contract was originally awarded to the J. W. Peak Construction Company of Tacoma but was carried to completion by Mr. Silbaugh under subcontract. The original contractor in cases of this kind is held responsible and liable for the payment of claims and the protection offered you is the bond furnished by the original contractor in connection with the work.

The bond furnished by the J. W. Peak Construction Company was written by the Union Indemnity Company for whom Hansen & Rowland are agents with offices in the Failing Building, Portland.

It is suggested that you determine whether or not this is the particular project that you have in mind and if so then the matter should be taken up with the Union Indemnity Company and the J. W. Peak Construction Company. If you secure no satisfaction from Mr. Silbaugh. You should also file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280 of the Oregon Laws for 1931.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:PW

CENTRAL OREGON
HARDWARE JOBBERS
PHONE 8
FOR SERVICE

ONE DAY FREIGHT
SERVICE TO ALL
CENTRAL OREGON
POINTS

BEND HARDWARE COMPANY

WHOLESALE AND RETAIL
BEND, OREGON

September 18, 1931

State Highway Commission,
Salem, Oregon

Gentlemen:

There has been a change in the personnel of our Credit Dept., and the writer has been checking the accounts of some of the contractors.

We find that C. E. Silbaugh of Burns, Oregon was awarded several contracts and has a balance on our books of $556.27. This represents material that was furnished on the gravelling job a few miles east of Bend last year.

In checking with the local highway office they are unable to give us the names of the Bonding Companies. We would appreciate any information you can give us.

Yours very truly,

BEND HARDWARE COMPANY

AOS:E

By Geo Hinds

ANSWERED
H. B. G.

GO GO PR1479

July 10, 1931.

Mr. James L. Conley,
Attorney and Counselor at Law,
Failing Building,
Portland, Oregon.

Dear Sir:

Reference is made to your letter of July 9th in regard to payments made to the J. W. Peak Construction Company, in connection with its contract for the surfacing of the Bend-Hampton Ridge Section of the Central Oregon Highway.

The payments made in connection with this contract are as follows:

Estimate No.	1	$4,724.51
"	" 2	26,898.90
"	" 3	8,788.45
"	" 4	12,863.20
"	" 5	15,856.35
"	" 6	5,068.97
"	" 7 (semi-final).....	7,873.82
"	" 8 (final).....	4,624.36
	Total....	$86,590.71

Warrant in the amount of $4,624.36, covering final payment in connection with the contract, was mailed to Hansen and Rowland on April 18, 1931. Hansen and Rowland, whose office is in Room 405 of the Failing Building, are the agents for the contractor's surety.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
FAILING BUILDING
PORTLAND, OREGON

7-9-31

State Highway Department,
Salem, Oregon.

Attention Mr. H. B. Glaisyer

Dear Sir:

Re: J. W. FEAK CONSTRUCTION COMPANY
BEND-HORSE RIDGE JOB - Contract #1184

Will you please furnish me with a statement of the payments made to J. W. Feak Construction Company on account of this job? I desire particularly the amount of the final payment.

I regret that I am compelled to trouble you so much in connection with these Feak contracts but it is due to the fact that we can get no information from Mr. Feak and are compelled to rely upon you to supply the necessary data for our files.

Very truly yours,

Jas. L. Conley
Attorney for Union Indemnity Company.

JLC:FN

RECEIVED
JUL 10 1931
OREGON
STATE HIGHWAY COMMISSION

#1090

PR-147-A

April 7, 1931

Metropolitan Casualty Insurance Co.
M. L. Gilbert
Spalding Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim filed by Deschutes County with the Secretary of State in connection with the contract awarded to G. C. Johnson for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County. The claim is in the sum of $240.00 and is for the rental of a tractor.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc George C. Johnson
309 N. 14th Street
Portland, Oregon

STATE OF OREGON

April 7, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of April 3rd in which you inclose three certified copies of the notice of claim of Deschutes County against G. C. Johnson in connection with the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon, the claim being in the sum of $240.00 for the rental of a tractor.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours
STATE HIGHWAY COMMISSION

By
Secretary

PW

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 3, 1931

State Highway Commission,

Salem, Oregon.

Gentlemen: Attention Mr. H. B.Glaisyer

This is to advise that we received from Ross Farnham, County Clerk, Deschutes County, and filed as of this date a notice of claim by Deschutes County, for rental of a tractor furnished in the sum of $240.00, against the bond taken from G. C. Johnson, principal, and the Metropolitan Casualty Insurance Company, surety, for the work of constructing the Pilot Butte-Horse Ridge section of the Central Oregon Highway in Deschutes County, Oregon.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

TO; STATE OF OREGON,

c/o Hal E. Hoss, Secretary of State, Salem, Ore;

Notice is hereby given that the undersigned, Deschutes County, Oregon, has a claim for rental for use of a gasoline tractor for eight days during the period of May 4th to May 11th, 1929, inclusive, at the agreed rental of $30 per day or a total sum of $240, against the bond taken from G. C. Johnson and The Metropolitan Casualty Insurance Company of New York for the work of constructing the Pilot-Butte - Horse Ridge section of the Central Oregon Highway in Deschutes county; said tractor so leased to said G. C. Johnson by the undersigned having been actually used by the said G. C. Johnson for said full period of eight days as aforesaid in clearing right-of-way for said highway under said bond.

Dated this 2nd day of April, 1931

DESCHUTES COUNTY, OREGON,

By H. H. De ARMOND
County Judge.

ENDORSED:

File No. 917
Filed April 5, 1931,
HAL E. HOSS, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Deschutes County, Oregon, for rental of a gasoline tractor in the sum of $240, against the bond taken from G. C. Johnson, principal, and The Metropolitan Casualty Insurance Company of New York, surety, for the work of constructing the Pilot-Butte - Horse Ridge section of the Central Oregon Highway in Deschutes County, with the original notice of claim filed in the office of the Secretary of State on April 3, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 3rd day of April, A. D. 19 51.

Hal E Hoss

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Deschutes County, Oregon, for rental of a gasoline tractor in the sum of $240, against the bond taken from G. C. Johnson, principal, and The Metropolitan Casualty Insurance Company of New York, surety, for the work of constructing the Pilot-Butte - Horse Ridge section of the Central Oregon Highway in Deschutes County, with the original notice of claim filed in the office of the Secretary of State on April 3, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 3rd day of April, A. D. 1931.

Hal E. Hoss

Secretary of State

#1184

PR 147a

April 2, 1931

Oregon Powder Company
Clackamas, Oregon

Attention: J. A. Dean

Gentlemen:

Receipt is acknowledged of your letter of April 1st relative to the status of the J. W. Peak Construction Company's contract #1184, Bend-Horse Ridge Section. Please be advised that in your letter of March 30th you made inquiry concerning the contract near Dayville, which is contract #1146, Barnhouse Ranch-Picture Gorge Section of the Ochoco Highway. This contract was completed on December 23rd, 1930. The contract for the Bend-Horse Ridge Section was completed on December 24, 1930. Final payment has not yet been made on this contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:H

#1184

All Quotations Subject to Change Without Notice

W. F. HABERLACH, Vice-President
Clackamas, Oregon

OREGON POWDER COMPANY

DISTRIBUTORS

GIANT

EXPLOSIVES

TELEPHONE
Oregon City 940

CLACKAMAS, OREGON, April 1, 1931

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:-

On March 25th you replied to my inquiry relative to the present status of the contract awarded to J. W. Feak Construction Company for the construction of the Bend Horse Ridge Section.

In this letter you advised that this contract was completed on December 23, 1930. However, we have since had a letter from C. E. Silbaugh, sub-contractor on this project, stating that on account of weather conditions he had been unable to finish this job and had not received his final estimate yet.

To clear up any misunderstanding in our records on this project, would you kindly advise us if by error the statement as to completion of the job applied to the other contract given to the Feak Construction Company. Also advise us the present status of the Bend Horse Ridge Section contract.

Very truly yours,

OREGON POWDER COMPANY,

By J. A. Dunn.

JAD/md

Dec. 24, 1930

#4424.36

1340
1474

#1090

PR 147a

April 2, 1931

Mr. James L. Conley
Failing Building
Portland, Oregon

Dear Sir:

In response to your inquiry of April 1st we wish to advise that contract #1090 awarded to George C. Johnson for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County was completed on December 30, 1929.

Very truly yours
STATE HIGHWAY COMMISSION
By
Secretary

JMcF:W

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
FAILING BUILDING
PORTLAND, OREGON

April 1, 1931.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Glaisyer.

Dear Mr. Glaisyer:

RE: Contract #1090 George C. Johnson
Pilot Butte-Horse Ridge Section of
Central Oregon Highway.

In order that my records may be complete, will you be good enough to advise me of the date of completion and acceptance of the above job.

Thanking you for this information, I am

Very truly yours,

Jas. L. Conley

JLC:

Dec. 30, 1929

Contract No. 1134 - Bend-Horse Ridge Section

Contract was Completed Dec, 24 1930 -

Final Voucher in amt. $4,884.56 was mailed to Feak ...
for Acceptance & pay ment.

If money is accepted the Final ... will ...
be $86,590.71.

FR 147a

March 18, 1931

James L. Conley
Attorney and Counselor at Law
Failing Building
Portland, Oregon .

Dear Sir:

Reply is made to your letter of the 16th concerning the contract awarded to the J. W. Feak Construction Company for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway . According to our records this contract was completed by the contractor on December 24, 1930, which date is also considered as the date of acceptance by the State Highway Commission.

There is still remaining to be paid to the contractor on this work $4,884.56. This is a final voucher and includes all retained percentages. The voucher was mailed to the J. W. Feak Construction Company for acceptance several days ago but has not yet been returned. If accepted and paid, we will then have paid to the contractor for the entire contract the sum of $86,590.71.

We have a record of the following claims against this work:

Collins Concrete Pipe Company
Claim filed by S. W. Matthieu, attorney, amount not stated.

George H. Cage Company in the sum of $1,250.60 for gas and oil furnished C. E. Silbaugh, subcontractor.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

EG.

EEG:W

Ridge Section

ed Dec, 24, 1930 -

er in amt. $4,624.36 was mailed to Feak
ptance a few days ago.

If above is accepted the total amount earned will be $86,590.71.

March 16, 1931.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Glaisyer.

Dear Sir:

RE: J. W. Feak Construction Co. Contract #1184 Bend-Horse Ridge Section Central Oregon Highway.

Will you please advise me of the present state of the above contract. If it has been completed and accepted please give me the date of such completion and acceptance.

Also, please advise me of any portion of the contract price remaining on hand either in the form of retained percentage or additional estimate.

I would also appreciate it if you will furnish me with a statement of any claims filed against this job.

Very truly yours,

Jas. L. Conley

JLC:G

ANSWERED
H. B. G.

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
FAILING BUILDING
PORTLAND, OREGON

March 16, 1931.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Glaisyer.

Dear Sir: RE: J. W. Feak Construction Co. Contract #1184 Bend-Horse Ridge Section Central Oregon Highway.

Will you please advise me of the present state of the above contract. If it has been completed and accepted please give me the date of such completion and acceptance.

Also, please advise me of any portion of the contract price remaining on hand either in the form of retained percentage or additional estimate.

I would also appreciate it if you will furnish me with a statement of any claims filed against this job.

Very truly yours,

Jas. L. Conley

JLC:G

ANSWERED
H. B. G.

PR 1470

March 16, 1931

The Giant Power Company, Con.
307 Pioneer Building
Seattle, Washington

Attention: W. W. Shilling
Sales Manager

Gentlemen: Reference your file C & C - HGB

Replying to your letter of the 14th instant concerning the contract awarded to the J. W. Peak Construction Company for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway, wish to say that this contract was completed and accepted on December 24, 1930. Final payment will be made to the contractor within the next week or so.

The bond furnished by the J. W. Peak Construction Company in connection with this project was written by the Union Indemnity Company, for whom Hansee & Rosland Inc. are agents with offices in the Failing Building, Portland. This company also has offices in Tacoma.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HDG:W

#1184

HOUT NOTICE

Contract No. 1188 - Bend-Horse Ridge Section -
J. W. Feak Constr. Co.

Was completed on Dec, 24, 1930 - Final voucher in amount $4,624.36 was mailed to ~~Surety company~~ Feak for acceptance on March 12th.

Surety is: Union Indemnity Company,
Hansen & Rowland, Inc. Agents.
Failing Bldg., Portland.

Building
hington
31

Oregon State Highway Commission
Salem
Oregon

Attention of Mr. H. B. Glaisyer

Gentlemen: OUR FILE C & C - HGB

Will you kindly advise us as to the present status of contract #73073, Deschutes County Bend - Horse Ridge Section Central Oregon Highway which was awarded to the Feak Construction Company and sublet to C. E. Silbaugh, Bend, Oregon.

If contract is completed, kindly advise date of completion and acceptance, also name of bondsmen.

Thanking you for your courtesy in this connection, we are

Very truly yours

THE GIANT POWDER COMPANY, CO N.

W. W. Shilling
Sales Manager WSB

CDR

ANSWERED
H. B. G.

#1184

ALL QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE

THE GIANT POWDER COMPANY CONSOLIDATED

"Everything for Blasting"

307 Pioneer Building
Seattle, Washington
March 14, 1931

Oregon State Highway Commission
Salem
Oregon

Attention of Mr. H. B. Glaisyer

Gentlemen: OUR FILE C & C - HGB

Will you kindly advise us as to the present status of contract #73073, Deschutes County Bend - Horse Ridge Section Central Oregon Highway which was awarded to the Feak Construction Company and sublet to C. E. Silbaugh, Bend, Oregon.

If contract is completed, kindly advise date of completion and acceptance, also name of bondsmen.

Thanking you for your courtesy in this connection, we are

Very truly yours

THE GIANT POWDER COMPANY, CO N.

W. W. Shilling
Sales Manager

CDR

ANSWERED
H. B. G.

PR1470

March 2, 1931

James L. Conley
Attorney and Counselor at Law
Failling Building
Portland, Oregon

Dear Sir:

In response to your request of February 27th we are handing you herewith a list of claims which have been filed against C. C. Johnson in connection with his contract #1030, Pilot Butte-Horse ridge Section of the Central Oregon Highway.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W

Inc.

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
FAILING BUILDING
PORTLAND, OREGON

February 27, 1931.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Glaisyer.

Dear Sir:

RE: State of Oregon - G. C. Johnson
Contract #1090 Pilot Butte-Horse
Ridge Section, Central Oregon Highway.

Please give me a statement of all claims filed against George C. Johnson and/or The Metropolitan Casualty Insurance Company of New York on the above contract.

We have paid a portion of the claims and now desire to clean up the remainder.

Please give the date on which each claim was filed.

Very truly yours,

Jas. L. Conley

JLC:G

PR 147a

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

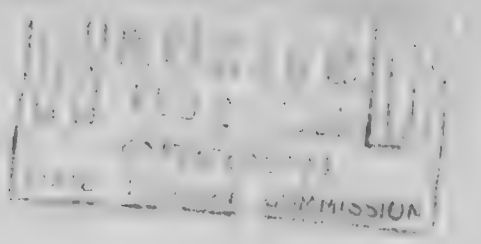
District No. 1.

In reply please refer to File No. Ore.F.A.P. 147-A

Post Office Building
Portland, Oregon.

Feb. 25, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.



Dear Sir-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer,

By L. J. Caufield
Highway Engineer.

Encl.

P.S. There is also enclosed an approved copy of the estimate upon which the modified project agreement was based, and approved copy of the special specifications.

L.J.C.

DATE 11, V

A4 pn 5746

Oregon Federal Aid Project No. 147, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 25, 1929, by the State Highway Commission of Oregon, and on September 21, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 147, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section A to provide for the construction of an extension to the project westerly to survey station 1+37, thereby increasing the length of said Section A from 10.695 miles to 12.087 miles, and to provide for the construction of a crushed stone bituminous macadam surfacing on that portion thereof between stations 1+37 and 422+50, and a pit run gravel surfacing on that portion thereof between stations 422+50 and 528+00; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $90,320.45 to $144,636.25, and that the Federal funds approved and set aside to the credit of said Section A be increased from $56,206.40 to $90,007.13:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

DATE 11-

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of ninety thousand, seven and 13/100 dollars ($90,007.13) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following road as described in detail in said surveys, plans and specifications:

Between survey station 1+37 at the east corporate limits of the city of Bend in Sec.33, T.17 S., R.12 E., W.M., and survey station 639+60 in the N.E.¼ of Sec. 36, T.18 S., R.13 E., W.M., at the northwesterly end of Section B of said project, terminal points, a distance of 12.057 miles, known locally as the Pilot-Butte Horse Ridge Section of the Central Oregon Highway, Federal Aid Route No. 21, between Bend and Burns, Deschutes County, being Section A of Oregon Federal Aid Project No. 147, consisting of 12.077 miles of roadway and one bridge of more than 20 ft. clear span 0.010 of a mile in length."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $139,870.50, Federal Aid $87,041.41; one bridge, approved estimate $4,765.75, Federal Aid $2,965.72."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (d) to read:

DATE 11, V

"(d) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of ninety thousand, seven and 13/100 dollars ($90,007.13), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-four thousand, six hundred thirty-six and 25/100 dollars ($144,636.25), the approved total estimated cost of Section A of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

DATE 11-[illegible]

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to sign project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 15th day of January 1931, ~~1930~~, and the Secretary of Agriculture on the 4th day of February, 193__.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By M Adamson
Member, State Highway Commission

Attest: C. W. Marvin
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 147, Section A.

DATE 11-6

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~rural post~~ road between survey station 1+37 at the east corporate limits of the city of Bend in Sec. 33, T.17 S., R.12 E., W.M., and survey station 639+60 in the N.E.¼ of Sec.36, T.15 S., R.13 E., W.M., at the northwesterly end of Section B of said project, locally known as the Pilot-Butte Horse Ridge Section of the Central Oregon Highway, Federal Aid Route No. 21, between Bend and Burns, Deschutes County, designated in the records of this Department as Project No. Section A of 147, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 144,536.25 in lieu of the $56,206.40 approved by Certificate of Sept. 21, 1929, Section A of as the total estimated cost of said project, and the sum of $ 90,007.13/ Section A of as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share the/ per cent of said total estimated cost.

Done at the city of Washington, this 4th day of February one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting Secretary of Agriculture.

8—4020

DATE 11, 0 [illegible]

SUPPLEMENTAL SPECIFICATIONS

BEND - HORSE RIDGE, SURFACING

Federal Aid Project No. 147 - A.

The manner of constructing the broken stone top course of the surfacing to be constructed on Unit No. 1 of the Bend-Horse Ridge Section shall be as indicated by the following provisions, which provisions shall supersede the provisions given under the head "Construction of Broken Stone Top Course," on pages 4 and 5 of the special provisions of the contract:

1. Upon the cinder base course constructed as specified, coarse broken stone (2" - 1" size) shall be spread at a rate of 0.06 cubic yards per square yard. These materials shall be carefully leveled with long wheel-base motor graders and wheeled drags, additional broken stone being added by hand if necessary to bring the course to a smooth and even surface. Following this, the course shall be rolled until thoroughly compacted and locked, additional broken stone being added by hand as may be necessary to eliminate any inequalities or irregularities that may develop under the rolling.

2. Emulsified asphalt shall then be applied at a rate of 0.75 gallon per square yard, and this shall be followed by 1" - 1/2" broken stone spread at a rate of 0.013 cubic yard per square yard.

3. After the 1" - 1/2" rock has been compacted by rolling, emulsified asphalt shall be applied at a rate of 0.75 gallon per square yard, and this shall be followed by 1/2" - 1/8" rock spread at a rate of .009 cubic yard per square yard.

4. The surfacing shall be rolled until thoroughly compacted and set.

5. After the oiled top, constructed as above specified, has cured for a period of approximately one week, the surface shall be made free of dirt and dust by brooming, following which emulsified asphalt shall be applied at a rate of 0.25 gallon per square yard. The application of asphalt shall then be followed by 1/2" - 1/8" screenings spread at a rate of .006 cubic yard per square yard.

6. The surface shall then be thoroughly rolled, screenings being brooned about on the surface while the rolling is in progress. The rolling and brooming shall continue until the asphalt has hardened and will absorb no more of the aggregate.

RECEIVED
NOV 25 1930
PRESIDENT'S HEADQUARTERS

EXAMINED AND RECOMMENDED
FOR APPROVAL H. T. M.
DATE RO DEC 3 - 1930

SPECIFICATIONS FOR EMULSIFIED ASPHALT

Requirements To Be Met By Emulsified Asphalt:

Emulsified asphalt shall be an emulsion of petroleum asphalt, water and emulsifying agents, and shall conform to the following requirements:

Specific Gravity 25° C (77° F)	not less than	1.00
Viscosity - Saybolt Furol 60 cc. at 25° C (77° F)	not more than	35 sec.
Loss on heating at 163° C (325° F)	not more than	51%
Petroleum asphalt	not less than	49%

The emulsion shall not contain substances other than asphalt and water, including all saponifiable materials in excess of 1% of the total. The asphaltic emulsion shall remain in a uniformly emulsified condition until applied to the road, and shall break down rapidly after application.

Requirements To Be Met By Asphalt Content:

The petroleum asphalt contained in the emulsion shall conform to the following requirements:

Penetration at 25° C (77° F)	150 to 200
Solubility in carbon disulphide	99%
Solubility in carbon tetrachloride	98.5%
Ductility at 25° C (77° F)	not less than 60 cm.
Loss at 163° C (325° F)	not more than 3.5%

Methods of Testing:

The methods of testing the emulsified asphalt shall be as follows:

1. Viscosity shall be determined in accordance with the A.S.T.M. Standard Test D 88-26.

2. The loss on heating shall be determined by the method specified in the A.S.T.M. Standard Test D 6-27 or in U.S.D.A. bulletin No. 1216, page 66, except that for the asphalt emulsion the determination of loss shall be the average of three 200 gram samples, heated for three hours in a porcelain evaporating dish 6 inches in diameter and about 2 inches in depth. For the loss in the petroleum asphalt the standard method of test shall be used.

3. The penetration of the petroleum asphalt shall be determined by the method specified in the A.S.T.M. Standard Test D 5-25 or in U.S.D.A. Bulletin No. 1216, page 72.

EXAMINED AND RECOMMENDED

FOR APPROVAL H. H. H. 1

DATE R.O. DEC 3 - 1930

4. The solubility of asphalt in carbon disulphide shall be determined by one of the methods specified in the A.S.T.M., Standard Test D 4-27 or by the method specified in U.S.D.A. Bulletin No. 1216, page 64.

5. The solubility in carbon tetrachloride shall be determined by the method specified in the A.S.T.M. Standard Test D 165-27 or in U.S.D.A. Bulletin No. 1216, page 65.

6. The ductility shall be determined by the method specified in the A.S.T.M. Tentative Standard D 113-26T, or in U.S.D.A. Bulletin No. 1216, page 76.

The amount of saponifiable substances, including petroleum acids, soaps, fatty or resinous acids and sulphonated oils, shall be determined by Test Method 37-E described on page 753 of the third edition of "Asphalt and Allied Substances" by Abraham.

U.S.D.A. Bulletin No. 1216, referred to above, is the edition of May, 1924, amended September, 1928.

July, 1930.

SPECIAL PROVISIONS

Bend-Horse Ridge, Surfacing

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon at the Multnomah County Courthouse, Portland, Oregon at ten o'clock A.M.(10:00 A.M.) on the twenty-fourth (24th) day of April, 1930.

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 18.0 miles of surfacing on the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, and of the furnishing of approximately 8,400 cubic yards of broken stone for use by the State in connection with maintenance and betterment operations.

The west end of the project is at Station 0+00, which station is at the east corporate limit of the city of Bend. The west end of the project is at Station 950+50. The project is 18.0 miles in length.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than November 30, 1930.

PROJECT SUBDIVIDED INTO THREE UNITS

For convenience of reference, the project is subdivided into three units, as follows:

Unit No. 1, extending from the west end of the project (Station 0+00) to Station 422+50. This unit is 8.0 miles in length.

Unit No. 2, extending from Station 422+50 to Station 528+00. This unit is 2.0 miles in length.

Unit No. 3, extending from Station 528+00 to the east end of the project (Station 950+50). This unit is 8.0 miles in length.

EXAMINED AND RECOMMENDED

FOR APPROVAL H.H.W.

DATE DEC 3 - 1930

TYPES OF SURFACING

A different type of surfacing is to be constructed on each of the three units of the project, the different types, briefly described, being as follows:

On Unit No. 1, the surfacing is to consist of six inches of volcanic cinders, sprinkled and rolled, topped with a two-inch course of waterbound broken stone macadam.

On Unit No. 2, the surfacing is to consist of six inches of volcanic cinders, sprinkled and rolled, topped with a two-inch course of run-of-bank gravel compacted by sprinkling and blading under traffic.

On Unit No. 3, the surfacing is to consist simply of a two-inch course of run-of-bank gravel compacted by blading under traffic.

MATERIALS FOR SURFACING CONSTRUCTION

Kinds and Sources of Materials:

The materials to be used in the surfacing construction work will be cinders, gravel, broken stone and earth filler.

The cinders shall be the best and most suitable volcanic cinders obtainable from a certain cinder deposit located on the north side of Pilot Butte at a point approximately 1,500 feet north of the west end of the project. They shall contain no dirt, vegetable matter or other matter of an objectionable nature.

The gravel shall be the best and most suitable run-of-bank gravel obtainable from the gravel deposit located alongside the highway at about Station 840+00(approximately two miles west of the east end of the project); provided, however, that if a suitable gravel deposit is discovered at some point west of the deposit at Station 840, part of the gravel to be furnished shall be furnished from that gravel deposit and part shall be furnished from the deposit at Station 840, the proportion of the total quantities to be furnished from each to be as the engineer orders. In case the furnishing of gravel from the two deposits should require more "stripping" than would have been required if the gravel had all been furnished from the deposit at Station 840, the contractor will be compensated for the extra stripping at a price of twenty cents ($0.20) per cubic yard.

The broken stone shall be clean broken stone manufactured from the hardest, most durable and otherwise most suitable rock obtainable from a certain quarry site located about 600 feet north of the highway at Station 240+00 (approximately four and one-half miles east of the west end of the project).

The earth filler shall be stone dust, stone chips, fine gravel, sand, sand loam or other suitable material obtained from such sources as the engineer may select and designate.

Acquisition of Sources:

The right to take materials from each of the several sources from which the materials are specified to be obtained will be acquired by the State without cost to the contractor.

Sizes of Materials:

The broken stone to be used in the surfacing construction work shall be of two sizes, one of which sizes will be called "Coarse broken stone" and the other of which will be called "screenings".

The coarse broken stone shall all pass a screen having circular openings two (2) inches in diameter, and shall all be retained on a screen having one (1) inch circular openings. It shall be well graded from the two-inch size to the one-inch size.

The screenings shall all pass a screen having circular openings one (1) inch in diameter. It shall be well graded from the one-inch size to dust.

The cinders and the gravel shall be of the sizes and gradings in which they occur in the particular deposits from which they are to be obtained.

CONSTRUCTION OF SURFACING ON UNIT NO. 1

Preparation of Subgrade:

Wherever the nature of the subgrade will permit, the subgrade shall be bladed to a smooth and even surface with a uniform crown and shall be "trenched" to such depth that after the surfacing is completed and the earth shoulders leveled down, as hereinafter provided, the cross-section of the surfacing and the position of the same with reference to the roadbed will be as indicated

in the cross-section plan. The trench shall be excavated and trimmed to accurate line, grade and cross-section, following which the bottom of the trench shall be sprinkled and rolled until thoroughly compacted.

Wherever, because of the presence of rock, the subgrade can not be trenched, the preparation of the subgrade shall be proceeded by the construction of earth shoulders as is hereinafter specified, and, if the engineer so orders, by the placing of an earth cushion course as hereinafter provided.

After the earth shoulders and/or earth cushion course are in place, the area between the earth shoulders shall be bladed to a smooth and uniform surface and to proper line, grade and crown, following which the said area shall be sprinkled and rolled until thoroughly compacted.

Construction of Cinder Base Course:

After the subgrade has been prepared as above described, cinders shall be spread to the required depth and to the width indicated on the typical cross-section plan. Next, the cinders shall be shaped to a smooth and even surface and to specified crown by means of long wheel-base motor graders and wheel drags. Following that, the cinder course shall be sprinkled and rolled until thoroughly compacted.

If, after having been thus compacted, the surface of the cinder course is of specified crown and has a smooth and uniform surface free from humps, hollows and irregularities of all kinds, the construction of the cinder course is complete, otherwise the course shall be worked upon with blades, drags, sprinklers and rollers until it is thoroughly compacted and has a surface that is smooth, true to crown, free from humps, hollows and irregularities, and otherwise satisfactory.

Construction of Broken Stone Top Course:

Upon the cinder base course constructed as above described, coarse broken stone (2" - 1" size) shall be spread at a rate of 0.06 cubic yards per square yard. These materials shall be carefully leveled with long wheel-base motor graders and wheeled drags, additional broken stone being added by hand if necessary to bring the course to a smooth and even surface. Following this, the coarse shall be rolled until thoroughly compacted and locked, additional broken stone being added by hand as may be necessary to eliminate any inequalities or irregularities that may develop under the rolling.

When the coarse rock is thoroughly compacted and locked, screenings (1" to dust size) shall be spread over the surface in such quantities as may be necessary to completely key and fill the coarse rock; and these screenings shall be worked into the voids in the coarse rock by rolling and brooming. While this operation is in progress, filler materials of the kind hereinafter described shall be spread over the surface in such quantities as the engineer may order and shall be worked into the coarse rock along with the screenings. The rolling and brooming and the addition of more screenings and filler material shall continue as long as the course will continue to absorb the materials, and until the course is completely compacted, locked and keyed and until there is no movement or displacement of the materials either under the roller or under traffic.

If, at this stage of the construction operation, the surface shows any humps, hollows or other irregularities, or is not perfectly smooth and true to crown and grade, the defective areas shall be loosened up by scarifying, new materials shall be added as required, and the materials shall be respread, keyed, filled, rolled and otherwise treated as may be necessary to completely eliminate the defects and to produce a course of uniform strength throughout with a surface uniformly smooth and true to crown and grade. The course shall then be heavily sprinkled with water, following which rolling and the addition of screenings and filler shall be resumed. The rolling and addition of screenings and filler shall this time be accompanied by further sprinkling, and all of these operations shall be continued until the course is completely filled, and until a slight excess of water and screenings form a grout in front of the roller wheels. After this condition has been obtained, there should be a slight excess of screenings on the surface of the course. If there is not, screenings shall be added in very limited quantities for the purpose of having them available for use in connection with the maintenance operations which are to follow.

CONSTRUCTION OF SURFACING ON UNIT NO. 2.

Preparation of Subgrade and Construction of Cinder Base Course:

On Unit No. 2, the preparing of the subgrade and the constructing of the cinder base course shall be performed in the same manner as is hereinbefore specified for the preparing of the subgrade and the constructing of the cinder base course on Unit No. 1.

Construction of Gravel Top Course:

Upon the cinder base course constructed as above described, run-of-bank gravel shall be spread at a rate of 0.07 cubic yards per square yard. The gravel shall be carefully leveled with long wheel-base blade graders and wheeled drags, additional gravel being added by hand if necessary to bring the course to a smooth and even surface and to specified crown. Following this, the course shall, by means of sprinkling and frequent blading, be kept shaped to specified crown and to smooth and even surface until it has been completely compacted by traffic.

CONSTRUCTION OF SURFACING ON UNIT NO. 3

Preparation of Subgrade:

On Unit No. 3, the preparation of the subgrade shall consist simply of the shaping of the subgrade to specified crown and to a smooth and even surface free from ruts, depressions and other inequalities. No sprinkling or rolling of the subgrade will be required.

Construction of Gravel Surfacing:

On the prepared subgrade, the run-of-bank gravel surfacing shall be constructed in identically the same manner as is hereinbefore specified for the construction of the gravel top course of the surfacing to be constructed on Unit No. 2, except that no sprinkling work will be required. The quantity of gravel to be used is approximately 0.07 cubic yards per square yard.

There is to be no cinder base course on Unit No. 3.

DETAILS OF SURFACING CONSTRUCTION APPLICABLE ON ALL UNITS

Spreading of Materials:

To insure uniformity in the thickness of each course, the spreading of the cinders, the gravel and the coarse broken stone shall be done with an approved form of mechanical stone spreader mounted on its own wheels and designed to "strike-off" the rock as it is spread, as well as to give accurate control of the rate at which the stone is deposited.

EXAMINED AND P[illegible]

FOR APPROVAL

DATE

The spreading of the screenings and filler shall be done through properly designed spreader boxes attached to the rear ends of the hauling trucks.

After having been spread from the stone spreader or from the spreader boxes, each spread of materials shall be further spread and smoothed up by means of long wheel-base motor graders and wheel drags.

Rolling and Brooming:

The rolling of the subgrade and of each of the courses of the surfacing shall be done with suitable three-wheeled ten-ton rollers. A single roller will not be expected to perform the rolling for more than fifty cubic yards of cinders per hour, or more than fifteen cubic yards of broken stone per hour; and additional rollers must be provided when materials are being placed at greater rates.

The rolling shall in all cases begin at the sides of the roadway, overlapping the shoulders, and shall progress toward the center of the roadway, thoroughly covering the entire surface of the roadway with the rear wheels.

The brooming shall, in general, be done by means of suitable non-revolving brooms attached to the rollers and graders. Hand brooming shall be resorted to, however, whenever necessary in order to obtain the best result.

Trimming of Shoulders:

Following the construction of the surfacing as hereinbefore specified, the earth shoulders alongside shall be trimmed up and made to conform to the roadbed crown as the same is indicated in the accompanying cross-section plan. Any materials that have come into the cut ditches by reason of the contractor's operations shall be removed therefrom and disposed of in a manner satisfactory to the engineer.

Responsibility for Maintenance:

The contractor will be required to constantly blade otherwise maintain the surfacing in good condition until su as he can complete and turn over to the State the whole of the unit being surfaced from a given plant set-up. As soon as each unit being surfaced from a given plant set-up is completed in its entirety, its maintenance will be assumed by the State.

MEASUREMENT AND PAYMENT FOR CONSTRUCTION OF SURFACING

The basis of measurement and payment for the furnishing of the surfacing materials and the construction of the surfacing will be the same as is specified in the standard specification for "Rock Surfacing", except that payment for the hauling of the surfacing materials, instead of being included in the payments to be made for the materials, will be made separately at the prices bid per yard mile for the respective hauling items, the haul distances to be measured in half-mile units, fractional half-miles being allowed for as full half miles.

The pay items in connection with the surfacing construction work shall be as follows:

1. Run-of-bank Cinders in Surfacing
2. Coarse Broken Stone in Surfacing
3. Broken Stone Screenings in Surfacing
4. Run-of-bank Gravel in Surfacing
5. Earth Shoulders and Earth Cushion
6. Sprinkling
7. Earth Filler
8. Filler Haul
9. Hauling Cinders, Truck Measure
10. Hauling Broken Stone and Gravel, Truck Measure.

Payment for the items here listed shall be understood to cover and include payment for all work herein specified to be done in connection with the surfacing construction work, including preparation of subgrade, rolling, and trimming of earth shoulders.

The basis of measurement and payment for the items earth filler, earth shoulders, earth cushion, sprinkling and filler haul shall be as hereinafter specified in the specifications applying to those particular items.

EARTH SHOULDERS AND EARTH CUSHION

Work to be Done:

Under this item, the contractor shall construct earth shoulders between which to construct the surfacing on those portions of Units Nos. 1 and 2 on which the presence of rock makes it impracticable to "trench" the subgrade. Under this item, also, the contractor shall place an earth cover course or cushion over such sections of rocky subgrade as the engineer may designate for that kind of treatment.

Materials:

The materials to be used in the earth shoulder and earth cushion work shall be earth, fine gravel or other suitable material obtained by side-borrowing or by hauling from such acceptable sources as the contractor may select. Under no circumstance shall they be materials taken from the highway embankments or road-bed slopes or from locations where the excavating of the materials would interfere with drainage or produce a bad drainage condition.

Details of Placing:

The materials shall be placed in such quantities and shall be shaped to such cross-section as the engineer may order.

Measurement and Payment:

Payment for the construction of the earth shoulders as above specified, including the excavating of the materials and the transporting of them from the places of their excavation to the places of their deposit, will be made at the price bid per cubic yard for "Earth Shoulders and Earth Cushion".

In so far as may be practicable, the pay quantities for this item shall be measured "in excavation". Where measurement in excavation is considered by the engineer to be impracticable, the pay quantities shall be determined by measurement of the materials "in place" on the subgrade.

EARTH FILLER

Standard Specification to Apply:

Earth filler shall be furnished and placed in accordance with the standard specification for "Earth Filler" as the same is given on page 31 of the standard specification form, except as that standard specification is hereinafter supplemented and [illegible] qualified.

Kind and Source of Materials:

The materials that the contractor will be required to load, haul and incorporate in the surfacing under the item "earth filler" shall be the stone chips, stone dust and other material below one-eighth (1/8) inch in size which is to be screened from the broken stone (as hereinbefore provided) and/or sand, sand loam, or other suitable material from such sources as the engineer may select and designate.

SPRINKLING

The sprinkling work to be performed in connection with the surfacing construction work as hereinbefore specified will be paid for at the price bid per M-gals. for "Sprinkling", the quantity to be paid for at that price to be the number of thousand gallon units of water furnished, hauled and used in accordance with the foregoing specifications and in accordance with the orders and instructions of the engineer.

The price bid for sprinkling shall be understood to include the cost of whatever hauling is involved in the delivering of the water to the places at which it is required. Measurement of the water will be made in the sprinkling tanks at the points at which the sprinkling is to begin.

MATERIALS FOR MAINTENANCE AND BETTERMENT PURPOSES

Standard Specification to Apply:

The materials to be furnished for use by the State in connection with maintenance and betterment operations shall be broken stone and they shall be furnished in accordance with the standard specification for "Materials for Maintenance Purposes" as the same is given on page 32 of the standard specification form, except as that standard specification is hereinafter supplemented and qualified.

Quality of Materials, Et Cetera:

The broken stone to be furnished for maintenance and betterment purposes shall be broken stone of the same kind and quality as is hereinbefore specified for the broken stone to be furnished for the surfacing work. In this connection, however, attention is called to the fact that cleanness and accurate grading are of particular importance in connection with materials for maintenance purposes, and deviations from perfection in these matters which might be permissible in connection with materials for use in surfacing construction, will not be permitted in connection with materials for maintenance and betterment purposes.

Sizes of Materials:

The broken stone for maintenance and betterment purposes shall be of three sizes, which sizes will be designated as follows:

1 1/2" - 1" Broken Stone
1" - 1/2" Broken Stone
1/2" - 1/8" Broken Stone

All of each size of material shall pass a screen having openings of a certain size, and all of each size of material shall be retained upon a screen having openings of a certain other size. The sizes of these screen openings shall be as follows:

	Size of Openings In Screen through which All Must Pass.	Size of Openings in Screen on which all Must Be Retained.
1 1/2" - 1" Matls.	1 1/2 inch, circular	1 inch, circular
1" - 1/2" Matls.	1 inch, circular	1/2 inch, circular
1/2" - 1/8" Matls.	1/2 inch, circular	1/8 inch, square

Each size of material shall be well graded between the specified maximum and minimum limits.

Stock Piles to be About Two Miles Apart:

It is contemplated that the stock pile sites will be located about two miles apart, and that the quantity of materials stock-piled on each site will be the quantity required for the unit of highway between the particular site and the next site beyond it (farther from the crushing plant).

Measurement and Payment:

The basis of measurement and payment for the broken stone for maintenance and betterment purposes shall be as specified in the standard specification, except that the materials, instead of being measured in the trucks as stated in the standard specification, will be measured in the completed stock piles, no allowance being made for settlement or shrinkage.

The pay items will be as follows:

1. 1 1/2" - 1" Broken Stone in Stock Pile.
2. 1" - 1/2" Broken Stone in Stock Pile.
3. 1/2" - 1/8" Broken Stone in Stock Pile.
4. Hauling Broken Stone, Pile Measure.

MISCELLANEOUS PROVISIONS

Schedule of Performance:

The construction of the cinder base course on Units 1 and 2 shall be commenced not later than May 15, 193[illegible] and the production of broken stone shall be commenced not later than June 1, 1930.

All work on Unit No. 1 shall be completed by August 15.

Disposition of Rejections:

In accord with the provisions which appear on page 15 of the standard specification form under the head "Waste Materials and By-Products to be Property of State", the one-eighth inch material screened from the broken stone shall become the property of the state, payment therefor being understood to be included in the payment for the surfacing and for the maintenance materials hereinbefore specified.

If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be used as filler material in the surfacing, they shall be so used, and for the loading, hauling and placing of the materials, so used, the contractor will receive payment in the same manner and at the same prices as he receives payment for any other materials furnished under the item "Earth Filler". If any of the materials referred to in the foregoing paragraph are ordered by the engineer to be hauled and stock-piled, they shall be so hauled and stock-piled, and for the loading, hauling and stockpiling, the contractor will receive payment at a price of twenty-five cents ($0.25) per cubic yard, the materials to be measured in the completed stock piles, it being understood that if the materials are hauled more than one-half mile, payment will be made for the part of the haul that is in excess of one-half mile at the price bid for "Hauling Broken Stone, Pile Measure".

Blading and Rolling Equipment:

The blading and rolling equipment furnished and used by the contractor shall include in addition to whatever other equipment may be needed, the following pieces:

Two self-propelled power graders with eight-foot blades and scarifier attachments.

One heavy wheeled-type road drag with suitable power unit.

One approved stone spreader.

Such number of ten-ton three-wheeled road rollers as may be necessary to meet the specified rolling requirements.

Suitable sprinkling equipment.

Each piece of equipment shall be in good condition when brought onto the job and shall be maintained in good working order throughout the progress of the work.

Truck Loads to be Leveled:

To facilitate the accurate measurement of those of the materials to be furnished under this contract which are to be measured in trucks, the contractor shall, by striking off or by other suitable means, bring each load to a level surface with all corners completely filled.

ADDITIONAL SPECIAL PROVISIONS

Surety is Liable for Claims Due Industrial Accident Commission:

Section 2991, Oregon Laws, and Section 6718, Oregon Laws as amended by Chapter 84, Laws of 1923, were amended by Chapters 136 and 137, Laws of 1929, by which later amendments claims due the State Industrial Accident Commission are protected by the bond given in connection with a contract for public improvements. Therefore, said Chapters 136 and 137, General Laws of Oregon, 1929, are by this reference thereto made parts of this agreement and of the accompanying bond, to the same extent and for the same purpose as though the conditions and requirements specified in said statutes were written herein, and the conditions and obligations provided for in said statutes shall be deemed to be a part of the conditions and obligations of said bond, and the principal and the surety on said bond hereby agree to promptly pay, as due, the claims of the Industrial Accident Commission as well as claims for material and labor.

ADDITIONAL INSTRUCTIONS TO BIDDERS

Revised Specifications and Contract Agreement Form:

The work to be done is to be done in accordance with the provisions, terms, specifications and requirements set out in the "Standard Specification and Contract Agreement Form" issued by the State Highway Commission under date of January 1, 1929. The bidder is expected to secure for himself a copy of this form and to familiarize himself fully with all of the provisionsthereof.

Revised Proposal Form:

The bidder's attention is called to the fact that the proposal form contains some instructions and provisions that did not appear in the proposal form which was in use during the year 1928. All instructions and provisions contained in the proposal form should, therefore, be read carefully.

Bidder's Bonds:

Attention is called to that clause on page 4 of the proposal form which provides that if bidder's bonds are given as proposal guaranty, the same must be executed on the State Highway Commission's standard proposal bond form. The agent of the surety company furnishing the bond should be advised of the requirements stated in that clause, as failure of compliance therewith will result in the rejection of the bid.

PR 147a

PR*
Bend-Horse Ridge
Surfacing

Feb. 20, 1931.

Mr. C. E. Silbaugh,
Burns, Oregon.

Dear Sirs

References is made to your letter of February 4th addressed to Division Engineer C. W. Hanser, in which letter you request that you be allowed $3.00 per cubic yard for such of the broken stone and screenings used in the construction of the surfacing on the Bend-Horse Ridge Project as was in excess of the quantities called for by the contract.

Mr. Klein has acted favorably on your request, and we are enclosing herewith for execution five copies of the price agreement which will be necessary in order to make possible the payment for the extra materials at the increased price.

Please sign all five of the copies of the price agreement and have them approved either by the J. W. Peak Construction Company or by the Peak Construction Company's surety. After the agreement has been executed in that manner, please return all five copies to us.

It is expected that by the time the signed agreements are received back we will have completed our checking of the final estimate pay quantities and will be ready to prepare the final pay voucher.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:EB

cc to K. D. Lytle, Bend, Oregon.
cc to C. W. Hanser, Seaside, Oregon.

VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

February
18th
1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Klein
State Highway Engineer
O f f i c e

Dear Sir:

With reference to the attached copy of communication from K. D. Lytle regarding the claim of Mr. C. E. Silbaugh of Burns, Oregon, who held a subcontract under J. W. Peak & Company on contract 1184 for the surfacing of the Bend-Horse Ridge section of the Central Oregon Highway in Deschutes County.

This is to advise that I am acquainted with the situation and made an inspection of the quarry several times during their operations and once subsequent to the completion of the job. The quarry, as stated by Mr. Lytle, was far below expectations and the contractor performed his work satisfactorily and without complaint under the difficult situation that he encountered. It would seem to me only fair to allow him at least the cost of the production of the 2025 cubic yards of stone produced over and above the contract requirements.

According to the contractor's statement, his costs were $3.09 per cubic yard which I believe to be reasonable and not excessive under the circumstances that he encountered. We have paid him $2.13 per cubic yard on estimates for this work in accordance with his contract price. Therefore, I would recommend that we make him an additional payment of $1,944.72 which equals the extra cost at 96¢ per cubic yard for the production of the 2025.75 cubic yards produced in excess of the original amount of rock specified in this contract.

Approved
Roy A Klein

Very respectfully,
R H Baldock

R. H. Baldock
Assistant State Highway Engineer

RHB/er

CC K. D. Lytle
C. W. Wenzer

...-30
...BERS
...VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

February 16, 1931.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED
FEB 1[illegible] 1931
OREGON
STATE HIGHWAY [illegible]

Dear Sir:

Mr. C. E. Silbaugh, of Burns, Oregon, who as a sub-contractor, did the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway under contract No. 1184, has presented a claim for extra compensation for the amount of rock put on the road which was in excess of the yardage specified in the contract.

Our contract called for 7200 cubic yards of crushed rock to be used in the surfacing and our final estimate of the amount used was 9225.75 cubic yards, which would make 2025.75 cubic yards in excess of the amount specified or an over run of 28%.

The quarry we used did not develop as we expected and was a far different proposition to work than we were justified in assuming from the apparent surface indications. Before any work was done, this quarry showed a solid face of rock about twelve feet high and about 200 feet long. On top of the quarry, there were a few out croppings and in our mind, at the time the job was let, there was no doubt as to the quantity of rock. However, after the contractor had taken out about 4000 cubic yards of the face, it was discovered that most of this lava flow was setting on top of cinders, and that back of the face the rock ran in ridges with cinders between them, making it difficult to handle the rock.

In view of the above circumstances, it seems to me that the contractor would have a just claim, especially for that rock taken out which was in excess of the amount called for in the contract. Mr. Silbaugh's cost, as shown in his letter, is 96 ¢ per cubic yard more than the bid price. While I have no way of making any check on his figures, I believe that they are nearly correct, as I know from the progress they made that it cost a lot to produce the rock.

In this matter, I feel that if we could allow this claim, it would partly repay Mr. Silbaugh for his extra street work in building the macadam with oil. As you know, our original specifications called for the laying of a two inch water bound macadam on top of a cinder base, but we were not able todo that on account of the nature of the rock and the thinness of the layer of rock, and it was decided to lay the job as an oil bound macadam. Mr. Silbaugh signed a special agreement covering this change, without charging anything additional for the work. The specifications covering the laying of the water bound macadam, called for hand spotting, brooming, etc., but at that I am sure that type of work is not carried on as intensively where water is used, as where we lay the job with oil. For that reason, I would be inclined to go further in my recommendations for additional payments, than I would if we had adhered to our original plans.

My recommendations in this matter are as follow:

I would pay the contractor, on account of the over run, which was due mainly to our change in the specifications, the sum of $1944.72, which is at the rate of 96¢ per cubic yard for 2025.75 cubic yards.

Attached you will find Mr. Silbaugh's letter and a sketch of the quarry site, which shows how the rock had to be taken out.

RECEIVED
FEB 13 1931
OFFICE OF
Assistant State Highway Engineer

Yours very truly

K. D. Lytle
Ass't. Division Engineer

kdl/c
encls.

#1184

Irrigation Works
Electric Wiring

PAINTING

Plumbing and All Kinds of Concrete Construction

C. E. SILBAUGH

General Contractor and Builder

Estimates Furnished

Burns, Oregon, Febr. 4, 1931.

Mr. C.W. Wanzer,
Bend, Ore.,

Dear Sir:

To date I have not received any information from your office regarding the extra money for the extra rock put out on the road, on the Bend Horse Ridge job.

As you will remember that I made a trip to see Mr.Kline, trying to get some extra money for balance of rock I had to put out Nov. 17, 1930 when we encountered so much dirt and cinders in the pit, and Mr. Kline told me to go over the matter with you and try to figure some way out on the proposition, and your decision was that you could not see your way clear to allow me the ($1.00) per yard extra on the total amount I had to put out for the Stock Piles which was approximately 4000 yds. but you would recommend to pay the extra ($1.00) per yard for the extra amount of rock I put out for the road work, over what the contract called forwhich was 2025.75 yds. extra. You of course know the condition we had to work under after we found that the rock that showed on the face of the cliff did not continue back into the hill, we lost nearly all of one large shot, and after that we had to shoot the rock out of the dirt and cinders which cost a tremendous amount of money for the amount of rock we produced. I am frank to tell you that I made some money on the cinders and gravel, but the rock cost me approximately One ($1.00) per yard more than I received for it on the total yardage I put out.

The following is an itemized list of my cost of the rock:

Powder, fuse and caps	.39	per yard
Drilling, steel, compressor) fuel and labor shooting)	.77	" "
Loading rock with shovel) and hauling to crusher)	.54	" "
Crushing	.67	" "
Placing rock on road	.72	" "
Total cost per yard	$3.09	

You can see that the cost of all the operations were increased on account of the extreme difficult problem of finding the rock, and if you can allow me the extra money for the rock put out on excess of what the contract called for on the road it will help cut down my loss on the job.

I hope the job was handled satisfactory to you, and will say that I appreciate working with you, and hope to have more work under you in the future. Thanking you kindly,

I am, Yours very truly.

C. E. Silbaugh

#1184

N

Base Line

225

210

105

110

100

15

20

185

175

30

20

145

130

115

105

90

12

10

25

40

88

55

55

60

50

30

44

35

10

100

18

32

0.0

65

J. W. Feak
Quarry Site
5 Miles East
of
Bend
Scale 1 In. = 40 Ft

Base Line

To Crusher

#1184

FA 1470

February 16, 1931

Walter S. Asher
Attorney at Law
Porter Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 10th instant in which you inclose affidavit of the claim of George M. Gage Company against J. W. Fenk Construction Company and C. E. Silbaugh for services rendered in connection with the contract awarded to the J. W. Fenk Construction Company for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County, contract #1184.

Very truly yours

STATE HIGHWAY COMMISSION

By _____

Secretary

HBG:W

WALTER S. ASHER

February 16, 1951

Union Indemnity Company
Hansen & Rowland Inc., Agents
405 Failing Building
Portland, Oregon

Gentlemen:

We wish to inform you that we have received from Walter S. Asher, an Attorney of Portland, a notice of the claim of Geo. H. Gage Company against J. W. Feak Construction Company and C. E. Silbough subcontractor in the sum of $1280.60 for petroleum products furnished that company in connection with the contract for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

This information is given you as you appear as surety on the bond furnished by the J. W. Feak Construction Company in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

BBG:H

cc J. W. Feak Construction Co.
504 Puyallup Avenue
Tacoma, Washington

WALTER S. ASHER
ATTORNEY AT LAW
PORTER BUILDING
PORTLAND, OREGON

February 10, 1931

State Highway Commission
Salem, Oregon

Gentlemen: Attention Chief Clerk Glazier.

I enclose herewith for your records a copy of the claim of Geo. H. Gage Company against J. W. Feak Construction Co. and C. E. Silbaugh on contract No. 1184 for servicing the Bend-Horse Ridge section of the Central Oregon Highway.

Yours very truly,

Walter S. Asher

By W. S.

ANSWERED
H. B. G.

WSA:BI

Encl. 1.

RECEIVED
FEB 11 1931
OREGON

Portland, Oregon, February 10, 1931.

To the State of Oregon
State Highway Commission
Salem, Oregon

NOTICE is hereby given that the undersigned, Geo. H. Gage Company, an Oregon corporation, having its office and principal place of business at Portland, Oregon, has a claim against J. W. Peak Construction Co., as general contractor, and C. E. Silbaugh, as sub-contractor, for materials furnished, to-wit, gasoline, oil, and petroleum products in the sum of One thousand, two hundred, sixty and 60/100 (1,260.60) Dollars, against the bond taken from said J. W. Peak Construction Co., as principal, and Union Indemnity Company, a corporation, as surety, for the work of servicing the Bend-Horse Ridge section of the Central Oregon Highway, Deschutes County, Oregon, State Highway contract No. 1184.

GEO. H. GAGE COMPANY

By (Signed) MABEL BOWMAN
Its Assistant-Secretary

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Mabel Bowman, being first duly sworn, on oath say that I am the Assistant Secretary of Geo. H. Gage Company, an Oregon corporation, the claimant above named, and that I have executed the above claim on behalf of said corporation and affixed its corporate seal thereto, and that I am familiar with the account above described and know that there is owing to said claimant thereon the sum of $1,260.60 above all credits and offsets.

(Signed) MABEL BOWMAN

Subscribed and sworn to before me this 10th day of February, 1931.

(Signed) WALTER S. ASHER
Notary Public for Oregon

My Commission Expires May 18,'32

#1184
90J
PR 147a

February 14, 1951

Union Indemnity Company
Hansen & Rowland, Inc., Agents
405 Failing Building
Portland, Oregon

Gentlemen:

We hand to you herewith copy of the notice of claim of Geo. H. Gage Company for materials furnished in the sum of $1,260.60 to the J. W. Funk Construction Company in connection with their contract for the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway, contract #1184. This claim was filed in the office of the Secretary of State.

This information is given you as you appear as surety on the bond furnished in connection with the above contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FH

Inc.

cc J. W. Funk Construction Co.
504 Puyallup Avenue
Tacoma, Washington

February 14, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of February 11th in which you inclose three copies of the notice of claim of George H. Cage Company for materials furnished in the sum of $1,280.00 against the J. H. Peak Construction Company in connection with the construction of the Bend-Horse Ridge Section of the Central Oregon Highway, contract No. 1184.

We are forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 11, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Walter S. Asher, Attorney at Law, Portland, Oregon, and filed as of this date a notice of claim by Geo. H. Gage Company for materials furnished in the sum of $1,260.60 against the bond taken from J. W. Feak Construction Company, principal, and Union Indemnity Company, surety, in connection with the construction of the Bend-Horse Ridge Section of the Central Oregon Highway, contract No. 1184.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

RECEIVED
FEB 13 1931
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon, February 10, 1931.

To the State of Oregon
State Highway Commission
Salem, Oregon

NOTICE is hereby given that the undersigned, Geo. H. Gage Company, an Oregon corporation, having its office and principal place of business at Portland, Oregon, has a claim against J. W. Peak Construction Co., as general contractor, and C. E. Silbaugh, as sub-contractor, for materials furnished, to-wit, gasoline, oil, and petroleum products in the sum of One thousand, two hundred, sixty and 60/100 (1,260.60) Dollars, against the bond taken from said J. W. Peak Construction Co., as principal, and Union Indemnity Company, a corporation, as surety, for the work of servicing the Bend-Horse Ridge section of the Central Oregon Highway, Deschutes County, Oregon, State Highway contract No. 1184.

GEO. H. GAGE COMPANY

(SEAL) By MABEL BOWMAN
Its Assistant-Secretary

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Mabel Bowman, being first duly sworn, on oath say that I am the Assistant Secretary of Geo. H. Gage Company, an Oregon corporation, the claimant above named, and that I have executed the above claim on behalf of said corporation and affixed its corporate seal thereto, and that I am familiar with the account above described and know that there is owing to said claimant thereon the sum of $1,260.60 above all credits and offsets.

MABEL BOWMAN

Subscribed and sworn to before me this 10th day of February, 1931.

(SEAL) WALTER S. ASHER
Notary Public for Oregon My Commission Expires May 18, '32

Endorsed: File No. 839
Filed February 11, 1931
HAL E. HOSS,
Secretary of State

Form 89—D14454—2500—11-29

OREGON STATE HIGHWAY DEPARTMENT

PR 147a

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 22, 1931

Job name Bend - Horse Ridge — Week from Jan 11 to 17th

Mail address Bend

Highway Central Oregon — Telegraph or telephone address "

County Deschutes — Job prefix 9 PJ — Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Surfacing"

There was no work done by the contractor on this job during the week. The sub contractor C. E. Kilbaugh was there on the 13th and promised to send some one back to finish up the first chance he got but so far no one has shown up.

The final estimate is not quite completed but should be in written a short time. Have had two men on it all week straightening out and checking work report books. Piles all crosssectioned and sheet completed.

RECEIVED
JAN 23 1931
OREGON

(See back of this sheet for instructions and detailed information.)

Signed K D Lyle

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

#11154
9PJ
PR1470

January 24, 1931

Union Indemnity Co.
Hansen & Rowland, Agents
405 Failing Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of an affidavit that we have today received from Stephen W. Matthieu, Attorney of Portland, Oregon, in which we are advised of the claim of the Collins Concrete Pipe Company against the J. W. Peak Construction Company for labor and materials furnished that company in connection with its contract for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

This information is given you as you appear as surety on the bond furnished by the J. W. Peak Construction Company in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S
Enc.

cc J. W. Peak Const. Co.

January 24, 1931

Mr. Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

We hand you herewith, in response to your request of the 23rd instant, certified copy of a contract and bond between the State of Oregon and the J. W. Peak Construction Company forthe construction of the Bend-Horse Ridge Section of the Central Oregon Highway, State Highway contract no. 1164.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HEG:S
Enc.

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND OREGON

23 January 1931

State Highway Commission
Salem
Oregon

Gentlemen:

I herewith enclose an affidavit as a basis of securing from your department a copy of the specifications, contract and bond furnished by J W Feak Construction Company in connection with the building of the BEND-HORSE RIDGE SECTION of the Central Oregon Highway. I would be very much obliged to you for a copy of the aforementioned.

Yours very truly

Stephen W Matthieu

SWM-k

Enc

RECEIVED
JAN 24 1931
STATE OF OREGON

ANSWERED
H. B. G.

A F F I D A V I T

STATE OF OREGON)
: ss.
County of Multnomah)

I, Stephen W Matthieu, being first duly sworn, depose and say, that I am attorney for Collins Concrete Pipe Co., an Oregon corporation; that my client has a claim against the bond of J.M.Peak Construction Co. and/or the surety thereon, given in connection with the contract for the construction of Bend-Horse Ridge Section of Central Oregon Highway; that my client has supplied material and labor used in the construction of said improvement that has not been paid for;

This affidavit is made for the purpose of securing on behalf of my client a copy of the aforesaid contract and bond against which said claim for material and labor may be made.

Stephen W Matthieu

Subscribed and sworn to before me this 23rd day of January, 1931.

Marion King.
Notary Public for Oregon

My Commission expires 30 September 1933

FORM S-C-1 S-10259 1000 9-00

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

Ref 147a

Bend-Horse Ridge Reinforcing

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

January 19, 1931.

The J. W. Peak Construction Co.
504 Puyallup Avenue
Tacoma, Washington

Gentlemen:

Your letter of inquiry, addressed to Mr. Roy A. Klein at Salem, regarding the status of the work on the Bend-Horse Ridge Section of the Central Oregon Highway, has been referred to this office for a reply.

The road work has been completed for some time and the production of maintenance rock was completed December 24th. However, the cleaning up of the shoulders, ditches, plant, etc., is not yet completed and Mr. Silbaugh, the sub contractor, is not doing anything at present due to the frozen condition of the ground. He was in this office on the 13th., and promised to complete this work as soon as possible.

The final estimate on the job is about completed and will probably be sent to Salem next week.

Yours very truly

C. W. Wanzer
Division Engineer

By
K. D. Lytle
Div. Office Engineer

kdl/c
cc. Mr. S. H. Probert.

Form 39—D14464—2500—11-29

PR 147a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED

Date January 10, 19 31

Job name Bend-Horse Ridge *Week from* Dec. 28 *to* Jan 3rd.

Mail address Bend

Highway Central Oregon *Telegraph or telephone address* "

County Deschutes *Job prefix* 9 PJ *Express and freight address* "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor unable to complete his ditch cleaning on account of frost. He has left the job but I will get in touch with him and find out what he will do.

Final estimate will be sent in to Salem about Jan. 17th.

Protest

(See back of this sheet for instructions and detailed information.)

Signed K. D. Hyde

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR147c

December 9, 1930

Hansen & Rowland, Inc.
406 Failing Building
Portland, Oregon

Attention: M. L. Gilbert

Gentlemen:

Replying to yours of the 8th instant concerning the contract awarded to George C. Johnson for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway, wish to say that our records show that Mr. Johnson has coming to him as final payment for this work the sum of $2,048.40. This payment has been assigned to C. B. Johnson and will be paid as soon as Mr. Johnson returns the voucher properly executed. This voucher has been in his hands since the latter part of June of this year.

Attached to this letter is a list of claims against this work of which we have knowledge.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:M

Inc.

(#1890)

contractor of Portland, Oregon, had a contract with the State of Oregon for improvement of a section of highway near Bend. My recollection is that this was called the Bend Horse Ridge Section of the Central Oregon Highway, although I am not sure.

In a financial statement submitted to us as of November 13th in support of application for bond, Mr. Johnson indicates retained percentage by you in connection with the above in the amount of $2,050.19.

I would appreciate it if you would advise whether or not this figure is in accord with your record.

In order that we may have fairly full information about Mr. Johnson's financial status, I would also appreciate it if you would give me a list of the claimants and claims, if any, in connection with this highway work in Eastern Oregon. The contract amount on this job, I remember, was $77,777.00.

Very truly yours,

HANSEN & ROWLAND, INC.

By M. L. Gilbert

MLG:FBK

ANSWERED
H. B. G.

Union Indemnity Company

A Division of Insurance Securities Company, Inc.

Union Indemnity Building
New Orleans, La.

PORTLAND OFFICE
405-6 FAILING BUILDING

HANSEN & ROWLAND Inc.
General Agents
Washington, Oregon, Idaho, Alaska
Washington Bldg., TACOMA, WASH.

PORTLAND, OREGON
December 8th, 1930.

State Highway Commission,
Salem, Oregon.

Gentlemen:

During the season of 1929, Mr. George C. Johnson, contractor of Portland, Oregon, had a contract with the State of Oregon for improvement of a section of highway near Bend. My recollection is that this was called the Bend Horse Ridge Section of the Central Oregon Highway, although I am not sure.

In a financial statement submitted to us as of November 13th in support of application for bond, Mr. Johnson indicates retained percentage by you in connection with the above in the amount of $2,050.19.

I would appreciate it if you would advise whether or not this figure is in accord with your record.

In order that we may have fairly full information about Mr. Johnson's financial status, I would also appreciate it if you would give me a list of the claimants and claims, if any, in connection with this highway work in Eastern Oregon. The contract amount on this job, I remember, was $77,777.00.

Very truly yours,

HANSEN & ROWLAND, INC.

By M. L. Gilbert

MLG:FBK

ANSWERED
H. B. G.

#1090

PR:47a

December 5, 1930

Eugene C. Libby
Attorney at Law
701 Oregonian Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 4th instant in which you advise us that Rudolf K. Krausse has a claim for labor and material performed and furnished to Mr. Geo. Johson in the sum of $151.21 in connection with Mr. Johnson's contract for the construction of a section of highway about six miles east of Bend.

The project to which you refer is state highway contract #1090 which is for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County. Our records show that the surety on the bond is the Metropolitan Casualty Insurance Company of New York with offices in the Spalding Building, Portland, Oregon.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

December 5, 1930

Metropolitan Casualty Insurance Company
Spalding Building.
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Eugene C. Libby , Attorney of Portland, Oregon, in which we are advised of the claim of Rudolf K. Krausse against George C. Johnson being for material furnished and labor performed for Mr. Johnson in connection with his contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, being state highway contract #1090.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

K. B. Glaisyer
Chief Clerk

[redacted]
Inc.

cc George C. Johnson
503 N. 14th Street
Portland, Oregon

C. LIBBY
ORNEY AT LAW
OREGONIAN BUILDING
ATWATER 6275
PORTLAND, - OREGON

December 4, 1930

Secretary, State Highway Commission
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Rudolf K. Krausse has a claim for labor and material performed and furnished in the sum of $151.21 against the bond taken from George Johnson and Metropolitan Casulty Col for the work on the Bend-Burns highway, six miles east of Bend.

RUDOLF K. KRAUSSE

BY Eugene Libby
his attorney

RECEIVED
DEC 5
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

PR147a

Nov. 6, 1930.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

As requested in your letter of October 30th, we are submitting herewith copies of the specifications in accordance with which the oil bound top course of the surfacing on the Sand-Howes Ridge Section (F. A. Project 147-A) was constructed.

As the estimate for this project which was sent to you a few days ago did not include the non-participating item "emulsified asphalt in place", we have revised the last sheet of that estimate and are sending copies of the revised sheet herewith to be substituted in the proper place in your copies.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:HH

encl.

SUMMARY

Item	Total Cost	Federal Aid	State Funds	Length
Roadway:				
Grading	$85,554.78	$56,340.00 (62.35%)	$32,314.01	10.026
Surfacing	54,315.80	33,800.72 (62.25%)	20,515.08	2.961
	$139,870.30	$87,041.41 (62.25%)	$52,829.09	12.977
1 Bridge	4,765.73	2,965.73 (62.25%)	1,800.00	0.010
Totals (all work)	$144,636.23	$90,007.13	$54,629.12	12.987

State funds for construction: Chapter 178, Laws 1917; Chapter 51, Laws 1920.
State funds for maintenance: Chapter 41, Laws 1937.

Non-participating item:

620 tons Emulsified Asphalt in Place (State Force) $26.00 ton $16,120.00

SUPPLEMENTAL SPECIFICATIONS

BEND - HORSE RIDGE, SURFACING

Federal Aid Project No. 147 - A.

The manner of constructing the broken stone top course of the surfacing to be constructed on Unit No. 1 of the Bend-Horse Ridge Section shall be as indicated by the following provisions, which provisions shall supersede the provisions given under the head "Construction of Broken Stone Top Course," on pages 4 and 5 of the special provisions of the contract:

1. Upon the cinder base course constructed as specified, coarse broken stone (2" - 1" size) shall be spread at a rate of 0.06 cubic yards per square yard. These materials shall be carefully leveled with long wheel-base motor graders and wheeled drags, additional broken stone being added by hand if necessary to bring the course to a smooth and even surface. Following this, the course shall be rolled until thoroughly compacted and locked, additional broken stone being added by hand as may be necessary to eliminate any inequalities or irregularities that may develop under the rolling.

2. Emulsified asphalt shall then be applied at a rate of 0.75 gallon per square yard, and this shall be followed by 1" - 1/2" broken stone spread at a rate of 0.013 cubic yard per square yard.

3. After the 1" - 1/2" rock has been compacted by rolling, emulsified asphalt shall be applied at a rate of 0.75 gallon per square yard, and this shall be followed by 1/2" - 1/8" rock spread at a rate of .009 cubic yard per square yard.

4. The surfacing shall be rolled until thoroughly compacted and set.

5. After the oiled top, constructed as above specified, has cured for a period of approximately one week, the surface shall be made free of dirt and dust by brooming, following which emulsified asphalt shall be applied at a rate of 0.55 gallon per square yard. The application of asphalt shall then be followed by 1/2" - 1/8" screenings spread at a rate of .009 cubic yard per square yard.

6. The surface shall then be thoroughly rolled, screenings being broomed about on the surface while the rolling is in progress. The rolling and brooming shall continue until the asphalt has hardened and will absorb no more of the aggregate.

SUPPLEMENTAL SPECIFICATIONS

BEND - HORSE RIDGE, SURFACING

Federal Aid Project No. 147 - A.

The manner of constructing the broken stone top course of the surfacing to be constructed on Unit No. 1 of the Bend-Horse Ridge Section shall be as indicated by the following provisions, which provisions shall supersede the provisions given under the head "Construction of Broken Stone Top Course," on pages 4 and 5 of the special provisions of the contract:

1. Upon the cinder base course constructed as specified, coarse broken stone (2" - 1" size) shall be spread at a rate of 0.06 cubic yards per square yard. These materials shall be carefully leveled with long wheel-base motor graders and wheeled drags, additional broken stone being added by hand if necessary to bring the course to a smooth and even surface. Following this, the course shall be rolled until thoroughly compacted and locked, additional broken stone being added by hand as may be necessary to eliminate any inequalities or irregularities that may develop under the rolling.

2. Emulsified asphalt shall then be applied at a rate of 0.75 gallon per square yard, and this shall be followed by 1" - 1/2" broken stone spread at a rate of 0.015 cubic yard per square yard.

3. After the 1" - 1/2" rock has been compacted by rolling, emulsified asphalt shall be applied at a rate of 0.75 gallon per square yard, and this shall be followed by 1/2" - 1/8" rock spread at a rate of .009 cubic yard per square yard.

4. The surfacing shall be rolled until thoroughly compacted and set.

5. After the oiled top, constructed as above specified, has cured for a period of approximately one week, the surface shall be made free of dirt and dust by brooming, following which emulsified asphalt shall be applied at a rate of 0.25 gallon per square yard. The application of asphalt shall then be followed by 1/2" - 1/8" screenings spread at a rate of .009 cubic yard per square yard.

6. The surface shall then be thoroughly rolled, screenings being broomed about on the surface while the rolling is in progress. The rolling and brooming shall continue until the asphalt has hardened and will absorb no more of the aggregate.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.....

POST OFFICE BUILDING
PORTLAND, OREG.
October 30, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to previous correspondence relative to Oregon Federal Aid Project No. 147-A, Bend-Horse Ridge Section of the Central Oregon Highway, with regard to the use of emulsified asphalt and payment of Federal aid as a contingency item.

It must be appreciated that the project, as originally submitted, called for an unusually thin waterbound macadam top which was not successful, failing before the completion of the project. A revision was deemed necessary and the use of emulsified asphalt was given our approval in the field, subject, of course, to review by the Regional and Washington offices. While the problem of making a satisfactory surface appears to have been solved, it involved the use of emulsified asphalt, which is a new method, requiring submission to the Research Committee before authorizing Federal aid for it. Also, the material was evidently purchased without advertising for bids, which does not comply with Regulation 8, Section 1.

There is no essential difference in the requirements governing payment of Federal aid for contingency items than those governing the items in the estimate, except that the latter must receive our approval prior to construction, which was not done on the item in question.

It is requested that the specifications be revised to provide for the work as constructed, and that work and materials essential to a satisfactory job, which in this case is the cost and application of the emulsified asphalt, be shown as nonparticipating work.

There seems to be no alternative to this procedure except to eliminate the entire top course.

Yours very truly,

W. H. Lynch
District Engineer

FR 147a

October 31, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

In order to expedite action in the preparation of the revised project agreement for the Bend-Horse Ridge Section (F. A. Project No. 147-A), we are sending herewith an estimate which we would like to have used as a basis for the revised agreement.

This estimate has been prepared along the lines outlined in your letter of August 11th. No mention is made in it of the emulsified asphalt which we used to bind up the top course of the surfacing, as the binding of the top course in that manner was not contemplated in the original specifications and we are not asking federal participation in its cost.

Relative to the statement made in your letter of September 20th, to the effect that you may have to deny us federal aid on the entire top course of the surfacing, we must say that we do not see any grounds for such action. If the matter of using the emulsified asphalt had not been discussed and tentatively approved by your engineers in advance of its use; if we were asking federal participation in the cost of furnishing and placing the asphalt; if the claim could be made that the use of the emulsified asphalt was unnecessary and did not result in a better surfacing, or if it could be shown that there was even a remote possibility that the asphalt could have been purchased at a lower price, then there might be reason for the Bureau's considering such action, but when none of these conditions prevail, it does not appeal to us that there is any reasonable cause for the withdrawal of any part of the federal aid previously allotted to the project.

We did not call for competitive bids for the emulsified asphalt used in the work, but both of the two companies which are distributing emulsified asphalt in the Pacific Coast States had previously quoted us the prices to apply on their products during the 1930 season. The Bitumuls price was $12.00 per ton f. o. b. bay points, and the price

for Colas was five and one-quarter cents per gallon, which figures $12.60 per ton. The prices f. o. b. Bend figure $20.70 per ton for Bitumuls and $21.25 per ton for Colas.

At the time the emulsified asphalt for the Bend-Horse Ridge project was purchased, it happened that the Bitumuls people had a supply on hand in Portland that they were anxious to dispose of before the end of the season. On this, they quoted us a special price of $20.40. The Colas people had no such supply and would have had to have shipped from the refinery. Therefore, the probability of the Colas people meeting the Bitumuls price of $20.40 per ton f. o. b. Bend is so remote that no one familiar with the practices of the oil companies in making prices on this class of product would waste time asking them to quote. The Colas people, although fully advised as to where we have been buying our emulsified asphalt, have at no time during the year complained or offered to meet the Bitumuls price.

With the above stated facts before you, we are sure that you will agree that the precautions taken in the purchase of the emulsified asphalt were sufficient to insure economy and efficiency in the expenditure of the State's money, and such being the case, we anticipate that the execution of the modified project agreement will go forward without further delay.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

encl.

Oregon State Highway Department — Project No. 147-A

PILOT BUTTE-BEND HIGHWAY SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Revised Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 27th, 1930.

Grading, Unit No. 1 (Sta. 74+75 to Sta. 659+80)

All Required	Clearing and Grubbing		$3,000.00
40,000 cu. yds.	Common Excavation	$ 0.38	15,200.00
89,000 cu. yds.	Common Embankment	0.28	24,920.00
22,500 cu. yds.	Solid Rock Excavation	1.28	29,025.00
20,000 yd. stas.	Overhaul	0.07	1,400.00
40 lin. ft.	12" Concrete Culvert Pipe	1.45	57.00
40 lin. ft.	18" Concrete Culvert Pipe	2.00	80.00
90 lin. ft.	24" Concrete Culvert Pipe	3.50	315.00
170 lin. ft.	30" Concrete Culvert Pipe	4.00	680.00
36 lin. ft.	36" Concrete Culvert Pipe	5.00	180.00
35 lin. ft.	18" Concrete Siphon Pipe	3.00	105.00
30 lin. ft.	30" Concrete Siphon Pipe	6.00	180.00
15 cu. yds.	Class "A" Concrete	27.00	405.00
100 cu. yds.	Class "B" Concrete	22.00	2,200.00
	Sub-total.....		$ 77,777.00
	10% Engr. & Cont.		7,777.00
	Total.....		$ 85,554.70

Net length 10.686 miles
Cost per mile $8,006.99

Foregoing Units No. 1 and No. 2 (Sta. 1+37 to Sta. 838+00)

26,000 cu. yds.	R. O. B. Cinders	$ 0.42	$ 10,920.00
3,000 cu. yds.	Earth Shoulder Construction	0.30	900.00
900 M-Gal.	Sprinkling	1.00	900.00
550 cu. yds.	Earth Filler	0.30	165.00
1,680 yd. mi.	Filler Haul	0.18	297.00
150,000 yd. mi.	Hauling Cinders (Truck Measure)	0.10	15,000.00
28,000 yd. mi.	Hauling Br. Stone & R. O. B. Gravel	0.17	4,950.00
		$	33,132.00
	10% Engr. and Cont.		3,314.22
		$	36,478.22

Net length 9.963 miles.
Cost per mile $3,661.36

Broken Stone Surfacing (Sta. 1+37 to Sta. 422+50)

5,600 cu. yds.	Coarse Broken Stone in Surfacing	$ 2.15	$ 11,988.00
1,900 cu. yds.	Broken Stone Screenings in Surfacing	2.15	3,408.00
			$ 15,396.00
	10% Engr. & Cont.		1,539.60
			$ 16,935.60
Length 7.963 miles.			
Cost per mile $2,117.96			

R. O. B. Gravel Surfacing (Sta. 422+50 to Sta. 528+00)

2,000 cu. yds.	R. O. B. Gravel in Surfacing	$ 0.44	$ 880.00
			$ 880.00
	10% Engr. & Cont.		88.00
			$ 968.00

Length 1.998 miles.
Cost per mile $484.48

Length of Br. Stone Surf. on Unit #2 (Sta. 1+37 to Sta. 76+22.4= Sta. 74+73.0) 1.905 Mi.
Length of Broken Stone Surfacing on Unit #1, (Sta. 74+73.0 to Sta. 422+50) 6.058 Mi.
7.963 Mi.

Length of participating R. O. B. Gravel on Unit #1, (Sta. 422+50 to Sta. 528+00) 1.998 Mi.
Length of Project (Sta. 528+00 to Sta. 639+60) (Surfacing non-participating) 3.114 Mi.
Total length of roadway (all work) 13.077 Mi.

Total cost per mile all work (Sta. 1+37 to Sta. 76+22.4= Sta. 74+73.0)
$3,661.36+ $2,117.96= ..... $ 5,779.32
Total cost per mile all work (Sta. 74+73.0 to Sta. 422+50)
$8,006.99+ $3,661.36+ $2,117.96=..... $15,786.31
Total cost per mile all work (Sta. 422+50 to Sta. 528+00)
$8,006.99+$3,661.36+$484.48..... $12,152.83
Total cost per mile all work (Sta. 528+00 to Sta. 639+60)..... $ 8,006.99

Central Oregon Canal Bridge

35 cu. yds.	Excavation	$10.00	$ 350.00
5 cu. yds.	Excavation below plans	2.00	10.00
38 cu. yds.	Class "A" Concrete	30.00	1,170.00
37 cu. yds.	Class "D" Concrete	28.00	1,036.00
15,800 lbs.	Metal Reinforcement	.0675	1,066.50
120 lin. ft.	Concrete Handrail	5.00	600.00
All Required	Remove old bridge and maintain traffic		100.00
		Sub-total	$ 4,332.50
		10% Engr. & Cont.	433.25
		Total.....	$ 4,765.75

Length of Bridge 0.010 Miles

SUMMARY

Item	Total Cost	Fed. Aid	State Funds	Length
Roadway:				
Grading	$98,354.70	$53,240.69 (62.22%)	$32,514.01	10.998
Surfacing	34,515.80	23,800.72 (62.22%)	10,515.08	2.079
	$132,870.50	$87,041.41 (62.22%)	$58,829.09	12.077
1 Bridge	4,765.75	2,965.72 (62.22%)	1,800.03	0.010
Totals (all work)	$144,636.25	$90,007.13	$54,629.12	12.087

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

September 20, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Reference is made to previous correspondence concerning the use of emulsified asphalt on Oregon Federal Aid Project No. 147-A, Bend Horse Ridge Section of the Central Oregon Highway.

The original 2" surface on this project was unusual, but was recommended for approval because of the rather unusual conditions. Hereafter when Federal aid is desired in connection with emulsified asphalt it will be necessary that its use be foreseen a sufficient length of time that it may be referred to the Research Committee of this Bureau. Specifications covering emulsified asphalt shall be open -- similar to the attached. The specifications submitted for this project vary considerably from the attached, and make no reference to tests.

Under the circumstances, and, as work has already begun, it may be possible to secure approval of the penetration construction provided the asphalt in place is made an absolutely non-participating item in the estimate. Even this is undesirable, but the alternative would be to make the 2" surface entirely non-participating. The plan of construction outlined in your August 22nd letter is at fault in that the use of too large a maximum size for key rock is permitted. This, however, is permissible on this project in order to utilize the available crushed material.

A revised estimate and complete specifications covering the participating and non-participating work should be submitted without delay.

Very truly yours,

W. H. LYNCH
District Engineer.

Encls.

#1090

PR147a

October 27, 1930

Puget Sound and Alaska Powder Co.
807 Pioneer Building
Seattle, Washington

Attention: H. G. Beales
Secretary-Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of the 24th instant in which you advise us of your claim in the sum of $2700.23 against George C. Johnson being for explosives and blasting accessories furnished and used on Mr. Johnson's contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

We are today forwarding copies of your notice to the contractor and surety on the bond in accordance with the usual practice and are filing the original in this office.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glainyer
Chief Clerk

HBG:W

October 27, 1930

Metropolitan Casualty Insurance Co. of N. Y.
Spalding Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of the notice of claim that has today been filed in this office by the Puget Sound and Alaska Powder Company of Seattle, Washington against George C. Johnson being in the sum of $2708.23 for explosives and blasting accessories furnished Mr. Johnson and used on his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, State Highway Contract #1090.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:#
Inc.

cc George C. Johnson
303 N. 14th Street
Portland, Oregon

ROY HOBART, Vice Pres.
H.G. BEALES, Secy.-Treas

Puget Sound and Alaska
POWDER
Company

MANUFACTURERS OF
VULCAN
KICK IN EVERY STICK
STUMPING POWDERS and DYNAMITE
FOR
LAND CLEARING ROAD WORK
COAL MINING and ROCK WORK

SALES OFFICE
307 PIONEER BUILDING
SEATTLE
PHONE MAIN 5110
PORTLAND OFFICE
918 BOARD OF TRADE BLDG.
PHONE ATWATER 8824
SPOKANE OFFICE
501 ROOKERY BLDG.
PHONE MAIN 1887

ADDRESS
REPLY TO

Seattle, Washington
October 24,1930

OCT 27 1930
OREGON

Oregon State Highway Commission
Salem, Oregon

Attention of Mr. H. B. Glaisyer

RE: Geo. C. Johnson, Contract No. 1090-Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County.

Gentlemen:

We enclose claim in the amount of $2708.23 to be filed against Mr. G. C. Johnson and his bonding company, Metropolitan Casualty Insurance Company of New York, Mr. M. L. Gilbert, agent, covering Explosives and Blasting Accessories furnished and used on Mr. Johnson's contract for the construction of Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County, Contract 1090.

Kindly acknowledge receipt of this claim.

Very truly yours

PUGET SOUND & ALASKA POWDER CO.

By H.G. Beales

Secretary-Treasurer

HGB:CDR
ENC.

ANSWERED
H. B. G.

The State Highway Commission and State Highway Engineer of the State of Oregon:

NOTICE IS HEREBY GIVEN that the undersigned PUGET SOUND AND ALASKA POWDER COMPANY has a claim in the sum of $2708.23 (Twenty seven hundred eight and 23/100 dollars against George C. Johnson and against the bond taken from the Metropolitan Casualty Insurance Company of New York, F. L. Gilbert, Agent, for the work of construction of Pilot-Cutle-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Contract #1000.

Said claim is for explosives and blasting accessories furnished and used on this work.

In event the above claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of five hundred dollars as an attorney's fee, and the sum of one hundred fifty dollars to defray costs of said action.

PUGET SOUND & ALASKA POWDER CO.

By W. E. Peaco.

Secretary-Treasurer

Subscribed and sworn to before me this 24th day of October, 1930.

Notary Public in and for the State of Washington, residing at Seattle, Washington.

M. S. VAN DUZER, Portland
C. H. GATY, Medford
M. A. LYNCH, Klamath Falls

OREGON STATE HIGHWAY COMMISSION
CHAIRMAN AND STATE HIGHWAY ENGINEER

RR 1470

October 24, 1930

file

Mr. James L. Conley
Failing Building
Portland, Oregon

Subject: Geo. C. Johnson Contract, Grading, Pilot Butte-Horse Ridge Section, Central Oregon Highway, Deschutes County.

Dear Sir:

Following your letter of September 16 to which was attached Mr. Johnson's letter of August 18 making certain claims in regard to his contract between Pilot Butte and Horse Ridge on the Central Oregon Highway, I referred the matter back to Division Engineer Wanser at Bend, asking for a report on the specific items which Mr. Johnson mentions. I now have his reply to which were attached copies of letters from Mr. C. M. Guptill who was transitman on the job and Mr. H. H. Hackett who was resident engineer. Both of these men were on this work during the entire duration of the contract and, therefore, can speak with authority regarding the details of its performance.

In regard to Mr. Guptill, who handled all the remeasuring work, would say that he is a mature man and has had a long line of experience on construction work and has a well established record for care and accuracy. The final figures on this job were also checked by this office before the final estimate was issued so that I am quite certain the quantities are correct.

I am enclosing herewith copies of these three letters which would seem to explain and refute the various claims which have been made by Mr. Johnson.

Very truly yours,

State Highway Engineer

RAK:HI

...DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

October 7, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

OCT 8 1930
OREGON

Dear Sir:

Referring to the copy of the letter you sent me written by Mr. Jas. L. Conley (attorney for Mr. George C. Johnson) in regard to the final estimate of the Pilot Butte-Horse Ridge section of the Central Oregon Highway, and also copy of letter written by Mr. Johnson to Mr. Conley, which Mr. Conley wished you to consider as a formal claim.

I had Mr. O. M. Guptill (who was transit man on the job) report on Mr. Johnson's claim and then sent the whole correspondence (including Guptill's report) to Mr. Hackett in Salem, to comment and report upon the same as Mr. Hackett was Resident Engineer stationed here and had direct charge of Mr. Johnson's work while the same was under way. I am enclosing copies of both Mr. Hackett's and Mr. Guptill's letters for your information, in case Mr. Conley wants to go into the matter again with you, which I presume he will.

In regard to Mr. Johnson's statement that "after waiting a long while I got the final from Salem and upon seeing it was way short,went back to Bend and took the matter up with Mr. Hackett and Mr. Wanzer. I suggested going over the line with them while they had their notes but to no avail."
You can judge of his other statements by this for the above quotation fron his letter is a deliberate mis-statement of facts. (It is often called by another name.) For what did happen was this: you had sent back all the data of the final estimate to have when Mr. Johnson came to go over the situation and when he did arrive Mr. Lytle, Mr. Hackett, Mr. Guptill and myself discussed every phrase of the matter that could be discussed in the office. Then I (not Johnson) suggested going over the work on the ground while we had all the notes and data here and look over the classification and other phrases of the

situation and he (Johnson) refused to go and said he was going to Portland and that if he decided to go over the work on the ground, he would come back in two or three days. He never showed up again and finally, after holding the notes and data for a few weeks, I had them sent back to you at Salem.

Yours very truly

C. W. Wanzer

C. W. Wanzer
Division Engineer

cww/c

8-30

H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

October 8, 1930

IN REPLY PLEASE
REFER TO FILE NO.

COPY

Mr. G. W. Wanser
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

Dear Sir:

I am in receipt of your letter of September 23rd, to which were attached copies of letters from James L. Conley, G. C. Johnson, and O. M. Guptill all in connection with the final estimate to G. C. Johnson for construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

I have read over carefully Mr. Johnson's letter of August 18th which seems to me to have been written with the idea of distorting the facts as much as possible. However, as Mr. Johnson was not on the work but a very few times during its progress, I am not surprised that he knows so little about the actual facts in connection therewith.

Mr. Guptill's memo of September 22 to you does, I believe, outline the facts of the matter correctly. However, so that you may have it as a matter of record, I will comment on Mr. Johnsons claims as follows, taking each paragraph as they appear:

2-Quantities estimated are those actually moved, regardless of amount shown on preliminary estimate, or proposal blank. Johnson seems to believe that because his bid amounted to $77,777.00 that his final estimate should total that amount.

5-The total quantities on this work were not increased. Solid Rock quantities were increased, but common excavationand common borrow were decreased materially, due to the type of road section used. There were two types of typical sections shown on the plans, without specifying where they each were to be used. The idea being to use the one best suited to the county traversed. These typical sections were as follows:

#1 26 foot roadbed-1½-1 slope on embankment ½ or 1-1 on exc. depending on material.

#2 26 foot roadbed, Slope 5:1 on embankment crown 0.8 ft.

Owing to the fact that materials available for embankment were very limited, the typical Section No. 1 was used with the exception of two short stretches, which were constructed on the 5:1 plan.

The original estimate of quantities which was prepared by Locating Engineer, C. R. Burns, was made up largely from a 5:1 slope section which fact accounts for the increase of quantities over the amount actually moved.

Johnson says, "Rock taken out of cuts was wasted on account of it not being possible to put it in fill". He is in error here. It is true that the rock did break up big, but it would have been entirely possible to have placed this material in the fills had he spent the time, and used enough more powder to break it up properly. In each instance, his Supt., Mr. Al. Smith, requested permission to waste materials where this condition existed, and at no time was he instructed to waste any materials of any character, except where the excavation quantities overbalanced the embankment, in which event he was instructed to place it on the sides to make extra width. Owing to the fact the rock materials did break big, it was necessary for him to "cover" the top of the fills with an earth cushion in order to get his teams over the same. For this earth cushion he was allowed an amount sufficient to cover the yardage placed. His reference to "not being allowed to use rock in the fills" is ridiculous. Had he been required to place all rock in embankments, as it now appears that he should have been compelled to do, he would not have finished his contract for a considerable later time, and at a much greater cost to him.

4-All rock fills were constructed to within two or three tenths of grade and not eighteen inches as he states. It is true that a certain amount of the fine earth cushion would seep through the voids in the rock, the amount depending of course upon the depth of the fill. It is my belief that the quantities of cushion allowed him for this purpose are reasonable, and will average closely the amount actually placed. Had he broken up and properly placed his rock when excavated instead of wasting it, it would not have been necessary to use as much cushion materials.

As regards his claim for additional materials required on fills for shrinkage, wish to advise that his contract specifically provides for these quantities. On all fills an amount of approx.10% in depth was added, when made from earth or common side borrow. In few instances did the height of these fills exceed three to four feet, in which case the contractor was required to place enough additional material above grade to compensate for anticipated shrinkage. In most instances this was hardly enough, as after standing through the winter, there are several places where the present ground line is below grade. As regards his statement that material was scarce, wish to say that I am glad to see this assertion in print. It substantiates our reason for using the 1½ to 1 section instead of the 5 to 1, for the very reason that earth material was scarce, and this fact alone accounts for the reason that the quantities of earth and common borrow, shown in the final estimate did not equal the quantities shown in the preliminary estimate.

As regards having to go outside of the "Sixty" foot right of way for materials, wish to say that Mr. Johnson is again in error, as in the first place the right of way is eighty feet in width throughout the entire length of his contract, which fact he should have discovered when he did the clearing. It is true that in a few places, he did go outside of the right of way to secure material in several instances without permission from either this department or the property owners affected. This fact occasioned the writing of a letter from me

instructing him to confine his operations to the right of way limits, except when specific authority was given him by this department to do otherwise. A copy of this letter is in your files. At no place, with two exceptions, did the procuring of this material result in overhaul, as it was all within the "free haul" limit. The two exceptions noted were from Borrow pits, one opposite Sta. 90+84, the other at Sta. 218+07, where we acquired the right to take earth material for which he was paid common excavation, with overhaul computed in accordance with the terms of his contract. With the exception of the two borrow pits mentioned above, all of the materials which he states were acquired off the right of way and which he had to "haul a long way over rough and rock ground" was used in fills in lieu of rock, which he wasted outside and which could have been used had he taken the trouble to break it up small enough. It certainly was much easier for him to haul common borrow up to 300 feet than haul out the big stone monuments which he left along side of the right of way. This appears to be one of those cases where one tries to be lenient with the contractor in permitting him to reduce his costs, after which to show his appreciation he makes a ridiculous claim for the favor.

5-All overhaul has been estimated. He does not state any particular instance where he has more overhaul coming to him, and until he does, I can not say more.

6-Mr. Johnson seemingly can not get over the fact that he should not receive the total amount of his bid viz. $77,777.00 notwithstanding the fact that the final quantities did not equal the preliminary quantities. The "extra work" which he mentions has been, I believe, fully accounted for in the quantities shown in the final estimate. He erroneously calls this "extra work", of which there was none whatsoever. There was not one item of "extra", or force account work that appeared on the entire contract, all items having been covered by his bid prices, in the contract in regular form. There was a six foot slab top culvert constructed, which was covered by a "price agreement" and which became a part of his contract. I can see no reason for any claim in connection with this work.

7-No comment.

8-9-10-11-12-13-Mr. Johnson was advised personally, before the final estimate was sent to Salem, I offered to go over the work with him at any time that he desired but he never made such a request. He had ample time to have come to Bend and to have inspected the work with me but did not come. As a matter of fact, at a later visit to our Office in Bend, we had made arrangements to go over the work with him in detail, but at that time he did not desire to do so. In this I believe you will agree with me, yourself and Mr. K. D. Lytle having been present

In conclusion, I will say that this contract, as a whole, was handled in a very slipshod manner by the contractor, all of it, with the exception of the clearing and grubbing, having been subed out to inexperienced gangs, without equipment or funds with which to properly expedite the work. The work dragged along all season until it began to appear that it would not be completed on time, when a request was made by me to the contractor to put on additional forces. In this he declined for the reason that he was afraid to approach his subs for fear they would pull off the work entirely and have him in the hole. The only reason his final estimate was late in being submitted to Salem was because he was late in finishing his work.

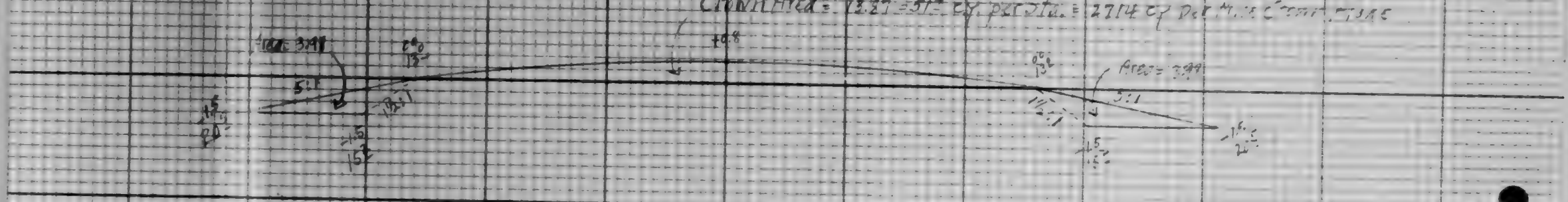
Yours truly

H. N. Hackett
Resident Engineer

PW

Sketch Showing Excess Yardage using 5:1 Slope instead of 1½:1

Except. in a few instances fills where Borrs used 5:1 Slope ran from Nothing to 3 feet in Depth. Quantities below based on average depth of 1½ Ft.



Crown Area = 13.87
Excess Area of 5:1 over 3:1 Slope = 7.96
21.83 = 80.2 Cy. per Sta. = 4233.7 Cy. per Mile

Approximately 4½ Miles of abandoned 5:1 Slope 19200 Cy.
Embankment Under Preliminary Estimate.

ALCO THE QUALITY

FORM S-C-1 S-10888 1000- 9-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

October 2, 1930.

Mr. G. C. Johnson
414 Exchange Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of September 16th., regarding Dan Mirich's work on the Pilot Butte-Horse Ridge Section. At the time your letter was received, Mr. Wanzer was away on an extended trip and since his return has been ill so he was unable to attend to this letter.

Mr. Wanzer advises that Mr. Mirich was not ready for finishing stakes on his section until December. The last of these were set December 9th. On December 17th., it began to snow and it was not until the 31st., of that month that he finished his job. There was so much snow on the ground then that the survey crew was unable to remeasure his work and it was mainly for this reason that the completion of your estimate was delayed for so long a time.

We have received a copy of the letter that you addressed to Mr. James Conley regarding your claim and Mr. Wanzer was very much surprised at your statement contained therein, that you had seen him at Bend and that he had refused to go over the line with you at that time. As he now recalls the matter, this suggestion was made by Mr. Wanzer and you walked out of the office saying you would be back in case you thot it was necessary to go over the project with him and as you did not return, he naturally presumed that you did not care to make the trip.

Yours very truly

C. W. Wanzer
Division Engineer

By
K. D. Lytle
Div. Office Engineer

kdl/c
cc. Mr. Roy A. Klein

BLACK PRINT. 1000 6-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

COPY

September 22nd. 1930

C. W. Wanzer
Division Engineer
Bend, Oregon

Dear Sir:

With reference to the several items in Mr. Johnson's claim under date of August 18th 1930, will say;

1. He states, "the quantities on this work increased if anything."

They did in the cuts, but were reduced in some of the fills owing to the elimination of5:1 slope and 0.8 crown due to scarcity of dirt within right of way, and the close proximinity of rock to the surface.

2. No rock was classed as waste where there was a possibility of being used in the fills, all sub-contractors being repeatedly warned to keep teaming work far enough away until all cuts were developed in order to provide ample room for placing cut material in embankment. I would suggest that Mr. Johnsen say just who told him to waste rock promiscuously. as I certainly did not. As far as either he or any of his subs, not being "allowed to use the rock", goes he is absolutely in the wrong, the subs being told that in event of undue waste, they would do the corresponding borrow at their own expense. My contention is that at least 70% of the waste scattered along the right of way could have been used in fills.

3. In re: Shrinkage, The contract specifically states that where borrow pits were left in such shape as "in the opinion of the engineer" to be impracticable to measure accurately, "common embankment" quantities would apply. Our fills that were finished within a short time after being built, ten percent(of depth at shoulder-not at slope stakes) was added. On the other hand for practically four miles, where the fills were made early in the spring and were compacted under traffic and late spring rains, but not being finished until fall, no shrinkage was used, and where shallow fills contained a large percentage of gravel or fine rock five per cent shrinkage was used.

M. A. LYNCH, REDMOND
C. E. GATES, MEDFORD
H. B. VAN DUZER, CHAIRMAN, PORTLAND
COMMISSIONERS
1000 8-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

The only fill of 10ft. depth was built of rock to within 0.3 of grade and a cushion of common embankment was allowed and placed in the final estimate under that classification. This proceedure applied to all rock fills where there was not suitable material(common or fine rock) in the cuts to provide a smooth riding surface.

As to seepage of dirt through rock fills, "common embankment" classification means under the contract fills as staked, and should sags or depressions occur, it would seem to be up to the contractor to make the fills substantial without claim for extra work or material.

As to rock fills being "within eighteen inches" of grade, to quote Mr. Johnson, he should have said well within as, with one or two exceptions the rock is up to within two or three tenths of grade.

4. In the only two instances of where it was necessary to go more than a very few feet outside the right of way for borrow material the State provided borrow pit sites and the contractor received overhaul in each case; 453.0 cy. sta. in one case and 40898.0 cy. sta. in the other. As to the total overhaul on the job, the preliminary estimate showed 20000cy. sta. and the final shows 56666 cy. sta.

As to the State's delay in getting out thefinal estimate will say that Mr. Johnson was 60 days over specified time of completion (Oct. 31-1929) and that a heavy snow came December 17th which prevented the measurement of a part of the job until February 24th, the last of the re-measureing being completed March 1st. 1930.

Where ever borrow pits were susceptable of accurate measure they were so measured and classed as Common Excavation.

O. M. Guptell
Transitman

Burns showed almost no swell on rock cuts an[illegible] many cases showed shrinkage where cuts ran 90% or more soli[illegible]ck, which voids a lot of his (Burns') estimated borrow.

JAMES L. CONLEY
ATTORNEY AND COUNSELOR AT LAW
FAILING BUILDING
PORTLAND, OREGON

September 16, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Klein:

Following my talk with you some time ago about the claims of Mr. George C. Johnson for additional estimate on his contract on the Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County, Oregon, I asked Mr. Johnson to furnish me with a statement of his claims so that the matter could be brought to a head. Mr. Johnson wrote me under date of August 18th setting forth these claims and I have presented same to the Engineering Department of the Metropolitan Casualty Insurance Company of New York, his surety. I am now in receipt of their reply stating in a general way that Mr. Johnson's claims would seem to be reasonable and suggesting that I take the matter up with your Department with a view to procuring action thereon.

Copy of Mr. Johnson's letter is enclosed herewith, and I wish you would consider it as a formal claim on behalf of Mr. Johnson. I wish you would also suggest the best way of bringing this matter to a head for determination. I will be glad to meet with Mr. Johnson and your engineers, or with you personally, in the event that you care to handle it that way.

A number of claims have been filed against Mr. Johnson and his surety, and I am most anxious to get them disposed of.

Trusting that I may have the benefit of your suggestions at an early date, I am

Very truly yours,

Jas. L. Conley

JLC:C
enc

(2 copies mailed to Mr. Wanzer)

G. C. JOHNSON
General Contractor
414 Exchange Bldg.

Portland, Oregon
August 18, 1930.

Mr. Jas. Conley,
City.

Dear Sir:

My claim against the State of Oregon, for work done on the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, in Deschutes County, Oregon, is this.

The State has not allowed quantities enough for "Common Barrow Excavation", "Common Cut Excavation", "Station yards overhaul" and sub grade in rock cuts. The amount of my bid on that work was $77,777 based on unit price per cubic yard for materials excavated with the exception of a "lump sum" price for clearing and grubbing, and then a price "per lin. ft." for culvert pipe.

The quantities on this work increased if any thing.

Rock taken out of cuts and wasted on account of it not being possible to put it in fill, I understand was deducted from the number of cubic yards of "barrow" material necessary to make up the difference. This rock was wasted on instructions from the Engineer. The barrow material I had to put in in place of the rock amounted in yardage to a great deal more than if I had been allowed to use the rock. That is because the barrow which was mostly dirt packed and the rock breaking bid wouldn't.

Most of the fills are rock up to within eighteen inches of grade. The dirt put on to make the cushion would first seep thru the voids of the rock all the way to bottom of fill. This material was never allowed. Another thing on making fills was this. I was required to add at least one-tenth to every foot of depth of fill above the grade called for on cross section stakes. In other words if I had a ten foot fill to make according to the stakes I would have to make the fill ten foot ten tenths. On account of the scarcity of dirt material it was necessary to go out side of the sixty foot right of way limits to get the material. This made it necessary to haul material a long way over rough and rocky ground which made the work cost a good deal more.

As near as I can figure there has only been allowed about one-half of the "overhaul."

The difference between my bid and what has been allowed is about $9500.00. I believe with the extra work done and extra material moved and not allowed would amount to around thirteen or fourteen thousand dollars.

I have never had an engineer go over this work to remeasure or pass on it but if necessary would. My Supt. Mr. Smith, and self have checked the work pretty close and I believe this claim is nearly right.

Mr. Smith and self, spent a week in Bend, while the final estimate was being made up and was promised by Mr. Hackett, the Res. Engr. an opportunity of seeing it and going over the line with him before it was turned into Salem.

A-1090

The final estimate was made up and turned into Salem without our having had a chance to go over it with Mr. Hackett, as promised.

After waiting a long while I got the final from Salem, and upon seeing it was way short went back to Bend, and took the matter up with Mr. Hackett and Mr. Wanzer.

I suggested going over the line with them while they had their notes, but to no avail. I then suggested I call in a consulting engineer and was told that it would be an unnecessary expense as I would find their notes and figures were correct.

Their figures may be correct as far as they go but items mentioned in this letter I feel sure have not been figured.

Would appreciate your going into this matter and some time when you have the time could probably explain better what I contend. On the State's delay in getting out final has caused a number of suits to be filed against me as was unable to settle with subs until I had it.

Yours very truly,

G. C. JOHNSON

COPY

#1090
90E
PR 147a

October 14, 1930

Metropolitan Casualty Insurance Company
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received a notice from Mr. Anton Anne, Bend, Oregon, that he has a claim against Dan Mirich, a sub contractor under George C. Johnson, to whom the State Highway Commission awarded a contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

This claim is for supplies used in the construction of this section of highway in the sum of $1041.27. Mr. Anne informs us that he has been unable to make settlement with Mr. Mirich for this work. This information is given you as you appear as surety on the bond furnished by George C. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBG:S

cc George C. Johnson

October 14, 1930.

Mr. Anton Aune
Bend, Oregon

Dear Sirs

This acknowledges receipt of your letter of the 13th instant in which you enclose a statement of your account against Dan Mirich, a sub contractor under George C. Johnson, to whom the State Highway Commission awarded the contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

In connection with all state highway contracts the successful bidder is required to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond is liable for all legitimate claims incurred against the project whether they were incurred by the original contractor or by sub contractors. This bond is offered to you for your protection. We would suggest that you take the matter up with the agent of the bonding company. It may be that you can secure satisfaction by so doing. The bond was written by the Metropolitan Casualty Insurance Company of New York, the local office of which is in the Spalding Building, Portland.

In the event that you do not secure satisfaction through the bonding company then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

ANTON AUNE

PROPRIETOR OF

THE BEND LIVERY AND TRANSFER STABLES

GENERAL TEAMING HAULING OF ALL KINDS

BEND, OREGON, Oct. I3th. 1930

State Highway Commission.
Salem. Oregon.

Gentlemen.;

I wish to notify you that Mr Dan Mirich, of Bend, Oregon, who was a Sub Contractor under the General Contract alloted to Johnson Const, Co. of Portland. Oregon, on a portion of the Bend Burns Highway.
He is INdebted to me for Supplies used in the Construction of said Highway. This contract wass completed about December of the year I929. and Mr Mirich claims to have never received his final Payment. However I am Sending you a copy of statement showing the amount due me, and would thank you to send me the name of the Bonging Company on this Job, so I can notify the Bonding Company before the time of Release Expires. Thanking you I am ,

Yours Truly.

Anton Aune

C.C. To Johnson Const CO.

ANSWERED
H. B. C.

Acct. No. _____

ANTON AUNE

BEND FEED AND SEED STORE

932 BOND STREET

GENERAL CONTRACTING — HORSES BOUGHT AND SOLD

BEND, OREGON, 10/6-, 1930

M Dan Minick, Bend, Ore

Sub Contractor for Johnson Const Co Eastland

TERMS: ALL ACCOUNTS DUE 10TH. INTEREST AT 10 PER CENT ON PAST DUE ACCOUNTS

		To Balance											
		Hay & Barn account											
		Furnished on Construction											
		of Portion of Bend-Burns											
		Highway				1	0	4	1	2	7		

FM. 688.

WE RENDER STATEMENTS MONTHLY WHETHER THE AMOUNT IS DUE OR NOT. IF ANY DISCREPANCIES ARE FOUND PLEASE NOTIFY US AT ONCE. IF ANY PORTION OF THE ABOVE IS DUE WE WILL ESTEEM IT A FAVOR IF YOU WILL MAKE REMITTANCE.

#1090

FR147a

September 25, 1930

September 19, 1930

of September 19th

State we are handing

o. C. Johnson contract

of the Pilot Butte-

on Highway in Deschutes

yours,

y Engineer.

B. Gladwyn,

of Clerk.

Hal E. Hoss
Secretary of State

#1090
FR147a

September 23, 1930

Mr. Donald M. Graham,
Lawyer,
Prineville, Oregon.

Dear Sir:

In accordance with your letter of September 19th which was addressed to the Secretary of State we are handing you herewith a certified copy of the Geo. C. Johnson contract No. 1090 which covers the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Gladmyer,
Chief Clerk.

Dict. by J. McFarland.

C. N. LAUGHEAD
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

September 22, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention Mr. H. B. Glaisyer, Chief Clerk)

We are enclosing herewith, for your attention, a request from Donald M. Graham, Attorney, Prineville, Oregon, for a certified copy of the bond filed by G. C. Johnson, in connection with his contract for work on the Pilot Rock-Horse Ridge Section of the Central Oregon Highway.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

DONALD M. GRAHAM
LAWYER
PRINEVILLE, OREGON

Secretary of State
Salem, Oregon.

Dear Sir:

The undersigned as attorney represents two claimants against the bond filed by G C Johnson in connection with his contract for work on the Pilot Butte- Horse Ridge Section of the Central Oregon Highway. Pursuant to Sec. 2991 you are requested to supply me certified copy of said bond. The claimant are The Prineville Warehouse Co. and Michel Grocery Company both of prineville and both of whom have filed the notice with you.

Very truly

Sept 19 1930

Donald Graham

SEP 20 1930
HALE

PR 1470

Union Indemnity Company

September 23, 1930

Union Indemnity Company
Hansen & Rowland Inc., Agents
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

This acknowledges receipt of your letter of the 22nd instant in which you inclose assignment given the Union Indemnity Company by the J. W. Feak Construction Company for all moneys now due or to become due that company in connection with its contract for the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway and the grading of the Barnhouse Ranch-Picture Gorge Section of the Ochoco Highway.

The assignments as submitted are not in a form acceptable to this department. We are holding up payment of the current vouchers until assignments meeting with the approval of the department are received.

In conversation with your Portland office today on another matter, these assignments were mentioned and arrangements were made with Mr. Gilbert to submit assignments on our standard form. Mr. Gilbert advises that he will put these in the mail this evening and we will receive them tomorrow. No delay therefore will be caused on account of the form being unsatisfactory.

Future payments to the J. W. Feak Construction Company in connection with the above work will be assigned in accordance with the provisions of the assignments.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

Union Indemnity Company

A Division of Insurance Securities Company, Inc.

Union Indemnity Building
New Orleans, La.

HANSEN & ROWLAND Inc.
General Agents
Washington, Oregon, Idaho, Alaska
Washington Bldg., TACOMA, WASH.

September 22, 1930.

State Highway Commission,
Salem, Oregon.

RE: BOND NO. 40901 - J. W. FEAK CONSTRUCTION CO. - STATE OF OREGON - Surfacing Bend-Horse Ridge Section, Central Oregon Highway.
BOND NO. 40614 - J. W. FEAK CONSTRUCTION CO. - STATE OF OREGON - Improving Barnhouse Ranch, Picture George Section of Ochoco Highway in Wheeler & Grant Counties, Oregon.

Gentlemen:

We are enclosing herewith original and copy of two assignments of the estimates on the above jobs.

Will you please acknowledge receipt of these assignmsnts and see that the warrants on these estimates are forwarded to our office, 405 Failing Building, Portland, Oregon.

Yours very truly,

HANSEN & ROWLAND, Inc.

By A. Van R. Schermerhorn
A. Van R. Schermerhorn.
Mgr. Surety Bond Dept.

AVRS:FT
Encs.

Tacoma, Washington
September 22, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

For value received, the undersigned, J. W. Feak Construction Company hereby assigns, sets over and transfers unto the Union Indemnity Company any and all estimates for work done and material furnished in connection with the contract entered into between J. W. Feak Construction Company and the State of Oregon, called the Improvement of eighteen miles of Bend-Horse Ridge Section Central Oregon Highway, Deschutes County, Oregon, and requests you to make all future payments on said job to the Union Indemnity Company through Hansen & Rowland, Inc., its General Agent at 405 Failing Building, Portland, Oregon.

Signed, Sealed and Dated this 22nd day of September, 1930.

J. W. FEAK CONSTRUCTION COMPANY

By J. W. Feak Secy-Treas.

Tacoma, Washington
September 22, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

For value received, the undersigned, J. W. Feak Construction Company hereby assigns, sets over and transfers unto the Union Indemnity Company any and all estimates for work done and material furnished in connection with the contract entered into between J. W. Feak Construction Company and State of Oregon, called The Improvement of ten miles of the Barnhouse Rand-Picture Gorge Section of the Ochoco Highway, in Wheeler and Grant Counties, Oregon, and requests you to make all future payments on said job to the Union Indemnity Company through Hansen & Rowland, Inc., its General Agent at 405 Failing Building, Portland, Oregon.

Signed, Sealed and Dated this 22nd day of September, 1930.

J. W. FEAK CONSTRUCTION COMPANY

By J. W. Feak Secy-Treas.

AVRS:EIR

PR 147a

August 28, 1930.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

As it now develops that we will have oiling equipment available for the purpose at the proper time, it appears advisable to bind the top course of crushed rock surfacing being constructed between Stations 1+37 and 422+50 of Federal Aid Project No. 147-A, with asphalt instead of with water as was originally planned.

This change in plans will involve no increase in the quantity of rock and screenings required in the surfacing, and the contractor has agreed to furnish and place the rock and screenings at the same unit prices as apply to the water-bound type of construction. The State will furnish and place the asphalt as a non-participating item, except as it may be included among the contingency items. Therefore, the change will require no changes in the federal aid estimates.

The change applies to only the portion of the project which is between Stations 1+37 and 422+50, and the proposed plan of construction is as follows:

1. The cinder base course of the surfacing will be constructed as specified in the special provisions of the contract.

2. The coarse broken stone specified for use in the top course of the surfacing will be placed and compacted in the same manner as is described in the last paragraph on sheet #4 of the special provisions of the contract.

3. Emulsified asphalt will then be applied at a rate of 0.5 gallon per square yard, and this shall be followed by 1" - ½" rock spread at a rate of

75

0.018 cubic yards per square yard.

4. After the 1" - ½" rock has been compacted by rolling, emulsified asphalt will be applied at a rate of 1.0 gallon per square yard, and this shall be followed by ½" - 1/8" rock spread at a rate of 0.018 cubic yards per square yard.

5. The surfacing shall be rolled until thoroughly compacted and set.

The oil bound top course which we here propose to construct will unquestionably be much superior to the waterbound top course contemplated by the original specifications. We trust, therefore, that you will authorize us to proceed in accordance with this proposed new plan.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:KR

6. Seal coat of 1/4 gal Bit
Sat ... ½ - 1/8 ... Screenings
1/4 gal ... per ... Seal coat
1/4 ... mixed ...

PR 147a

PR*

August 21, 1930.

Mr. C. N. Wanser,
Division Engineer,
Oregon State Highway Department,
Bend, Oregon.

Dear Sir:

We are returning herewith three copies of approved price agreement covering payment for cinder shoulders and cinder cushion constructed between Stations 0+00 and 116+00 of the Bend-Horse Ridge Section of the Central Oregon Highway, under contract No. 1184. One of these copies is intended for the files in your office. The other two are intended for the contractor and the resident engineer.

The agreement is approved with the understanding that it is to apply only to the shoulders and cushion constructed of cinders hauled from the cinder pit on the north side of Pilot Butte, and with the understanding that no allowance for hauling is to be made in connection with any other shoulder or cushion work on the project.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:KR
encl.

July 29, 1930.

Mr. G. W. Kumstr,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir: **Attention: Mr. Hackett**

We have your letter of July 25th in regard to the price agreement recently submitted covering payment for certain shoulder construction work performed, or to be performed, in connection with the surfacing of the Bend-Horse Ridge Section. Your letter does not, however, answer our inquiry as to why the contractor should not be required to construct the earth shoulders and earth cushion concerned at his contract price of $0.30 per cubic yard.

If you will turn to Sheet 9 of the special provisions for the Bend-Horse Ridge surfacing contract, you will note that the contractor has agreed to construct earth shoulders and earth cushion at the price bid for the item "earth shoulders and earth cushion", which price was $0.30 per cubic yard in place. The first paragraph of Sheet 9 places the responsibility for obtaining the materials upon the contractor, and it is not clear to us why the contractor should not be required to obtain the necessary materials and place them as required at his regular contract price.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Hubert,
Office Engineer.

SHP:ER

...ERS
...VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

July 25, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert.

Dear Sir:

Reference is made to your letter of July 18th., regarding price agreement with J. W. Peak Construction Co. for the furnishing of cushion and shoulder material between Sta. 00+00 and Sta. 116+00.

Over this section it was practically impossible to procure the necessary shoulder material, as practically all the available material within the right of way limits had been used in grading the road. It would have been possible to have secured the necessary materials from a source located at the foot of the east side of the Butte but this would have caused a rather unsightly pit. The contractor agreed to furnish this material at the site of his cinder pit, using the overburden materials and cinders as required, having agreed to furnish the cinders and clay overburden at the price bid for cushion and filler, viz: 30 cents per cu. Yd. and to do the hauling at the cinder price, viz: 10 cents per yard mile.

Before beginning this work we made a comparative estimate of cost, based on using clay materials from the east side of Pilot Butte and from the cinder pit on the north west side, taking in account the bid prices for furnishing and hauling filler and the reduction in price for cinder materials. The costs were about the same, based on a maximum haul of 2 1/2 miles.

The balance of the section between Sta. 116+00 and Sta. 528+00, which point is the end of Unit #2 and also the end of the cinder base, advantage was taken wherever possible to revamp the road section by scarifying and blading the materials to the sides. However, through all rock cuts

...N DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

it was necessary to procure and haul materials to provide for cushion and shoulder. This material was obtained from two sources. One from the quarry site property opposite approximate Sta. 240+00 and the balance from a pit opened in the old road right of way opposite Sta. 470+00.

Material suitable for cushion and shoulders, through the rock cuts throughout the ten mile section, is not easily available, there being not more than a foot or so of earth over the lava rock.

It appears from reading your letter that perhaps we have not handled this situation in accord with the terms of the contract and if not, would like to have your advice.

Yours very truly

C. W. Wanzer
Division Engineer

By H. N. Hackett
H. N. Hackett
Div. Office Engineer

hnh/c

July 18, 1930.

Mr. C. W. Wanser,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:

Reference is made to the price agreement recently submitted covering payment for the furnishing and placing of earth and cinders for cushion and shoulders on the portion of the Bend-Horse Ridge Section which is between Stations 0+00 and 116+00.

Before approving this price agreement, we would like to be informed as to why the contractor should not be required to construct shoulders and earth cushion on that portion of the project at the price of $0.30 per cubic yard which he has bid for the item "earth shoulders and earth cushion" in place and including haul.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

FORM S-A-1 S-16868 5000 4-30

Commissioners
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 1470

OREGON STATE HIGHWAY COMMISSION

SALEM

August 18, 1930

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,

Office.

Dear Sir:

I have secured the authority of Mr. Klein for a change on the Bend Horse Ridge surfacing, which change involves the construction of an oil bound macadam in lieu of the water bound macadam.

The contractor has signed an agreement under which condition the State will furnish and spread the oil and the contractor will furnish, spread, roll and compact the stone.

The base course of the macadam will be placed exactly in accordance with the specifications as given on Page 4 of the Special Provisions, including the hand spotting as stated therein. The base rock to be spread to the amount of .06 cubic yards per square yard. Upon this is spread emulsified asphalt at the rate of one-half gallon per square yard followed by a spread of 1" to $\frac{1}{2}$" stone to the amount .013 cubic yards per square yard which will be hand spotted and rolled, followed by a spread of 1 gallon per square yard of emulsified asphalt.

This is immediately followed by a spread of .012 cubic yards per square yard of $\frac{1}{2}$" to 1/8" stone. All courses of rock are hand spotted, broomed and rolled.

The estimated cost in furnishing and spreading the emulsified oil to be estimated as follows:

F.O.B. Bend	$20.50
Hauling and Spreading	3.50
Total ...	$24.00 per Ton

S 1488

This will require 62 tons to the mile times $24,00 in place will equal ~~$14.88~~ per mile for our part of the work, and inasmuch as this is a Federal Aid job, will you please submit this change in specification to the Bureau of Public Roads. I have discussed the matter tentatively with Mr. Davis but he could give me no decision as to their cooperation.

We decided to use bitumals on account of the cost of heating small tonnage that could be placed in each day on account of the fact that the contractor can produce but 200 cubic yards per ~~square~~ yard of rock per day, based on the use of 1 gallon of ~~emulsified~~ Hot asphalt the prices will be as follows:

F. O. B. Bend.....	$20.60	per Ton
Heating	7.00	" "
Hauling and Spreading	$3.00	" "
Total -	$ 31.10	" "

This would require 45 tons per mile or a cost of $1495.00 which is almost the same as the cost of the use of emulsified asphalt based on the use of 40% more emulsion than hot oil.

Yours truly,

R H Baldock

R. H. BALDOCK,
MAINTENANCE ENGINEER.

RHB-h

SHP

#1098
98E
PR147a

August 14, 1930

Metropolitan Casualty Insurance Company
Spalding Building
Portland, Oregon

Attention: H. L. Gilbert

Gentlemen:

Attached hereto we are handing you a copy of the notice of the claim of George Gerardo against George C. Johnson, the original of which has been filed in the office of the Secretary of State. We have been requested by the Secretary of State to send you this copy since you appear as surety on the bond furnished by Mr. Johnson in this instance.

This claim is in the sum of $132.99 and is for provisions furnished Mr. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc George C. Johnson

August 14, 1930

Mr. Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs

We acknowledge receipt of your letter of the 13th instant enclosing three copies of the notice of the claim of George Gerardo against George C. Johnson, being in the sum of $132.99 for provisions furnished Mr. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

We are today forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

Secretary of State

C. N. LAVGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

August 13, 1930

AUG 11 1930

State Highway Commission
State Office Bldg.

Attention Mr. H. B. Glaisyer, Chief Clerk

Dear Sir:

This is to advise that we received and filed as of this date a notice of claim by George Gerardo, administrator of the Estate of J. Gerardo, doing business as Prineville Meat Market, for provisions furnished in the sum of $132.99 against the bond taken from George C. Johnson, principal, and the Metropolitan Casualty Company of New York, surety, for work upon Contract No. 1090, on Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Very truly yours,

HAL E. HOSS,

Secretary of State.

By Edith Libby

EL:HM
encs.

ANSWERED
H. B. G.

PR 1470 #1090 98E

Prineville, Oregon, August 12, 1930.

To the State of Oregon, and to the Secretary of State for Oregon, and to the Highway Commission of the State of Oregon, and to the Metropolitan Casualty Company of New York:

Notice is hereby given that the undersigned, George Gerardo, administrator of the Estate of J. Gerardd, doing business at the times herein mentioned under the assumed business name and style of Prineville Meat Market, has a claim for meat and provisions furnished in the sum of One hundred thirty-two and 99/100 Dollars, ($132.99), against the bond taken from the Metropolitan Casualty Company of New York, surety, and George C. Johnson, principal and contractor, for the work of H. Earl Cross, subcontractor under the said George C. Johnson, contractor, upon Contract No. 1090, on Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

That the said meat and provisions above mentioned were furnished to the said H. Earl Cross and were used by him for the work of performing the requirements of the said George C. Johnson contract on said contract No. 1090 as above set out, and were funished on and between the 14th day of January, 1929 and the 29th day of September, 1929, and that payment has not been made of any part of said claim, and that said sum anddebt above set out is wholly due, owing and unpaid from the said H. Earl Cross to the undersigned.

Dated at Prineville, Oregon, this 12th day of August, 1930.

George Gerardo
Administrator of Estate of J. Gerardo, doing business as the Prineville Meat Market.

LAKE M. BECHTELL
ATTORNEY AT LAW

15 5 PR 147-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.
August 11, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon

AUG 12 1930

Dear Sir:

Reference is made to estimates previously submitted for Oregon Federal Aid Project 147-A, Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

It will be necessary to show separate estimates of cost, computation of Federal Aid and lengths for the surfaced and unsurfaced portions of the project. As there appears to be a definite difference of surface types involved, we believe that the difference in cost and apparent service ability also justifies a further segregation of the surfaced portion between the waterbound macadam and pit run gravel.

Very truly yours,

W. H. Lynch
District Engineer

By L.T.J. Caufield
Highway Engineer

ROLLIN K. PAGE

ALICE H. PAGE

PR 1470

PAGE AND PAGE
ATTORNEYS AT LAW
LADD & BUSH BANK BLDG.
SALEM, OREGON

August 9th, 1930

Oregon State Highway Commission
Salem, Oregon

Attention, Mr. Roy A. Klein

Re: Borrow pit on the Pilot Butte Ranch, Central Oregon Highway east of Bend.

RECEIVED
AUG 11 1930
OREGON

Dear Mr. Klein:

I have your favor of the 8th inst. with relation to the above caption. The trustees have no desire to be unreasonable or otherwise than accommodating in this matter, and I have perfect confidence in your statements and on this basis I am willing to accept your point of view in this matter, so if you will put a voucher through for the amount of the settlement you suggest in the amount of $183.00 and send me whatever receipt you want the trustees to sign, we will close the matter.

Payment should be made to Sybil C. Catlin and Rollin K. Page, Trustees of the Estate of Russell Catlin, Deceased.

Yours very truly,

Rollin K. Page

RKP/IR

PR #147 R

OREGON STATE HIGHWAY COMMISSION

August 8, 1930

Mr. Rollin K. Page
Ladd & Bush Bank Building
Salem, Oregon

Re: Borrow pit on the Pilot Butte Ranch,
Central Oregon Highway east of Bend.

Dear Sir:

I have read over carefully your letter of July 28, 1930, regarding a settlement for the material taken in the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway east of Bend. I would like to arrive at some settlement of this matter which I can justify to the members of the Highway Commission and also which would be satisfactory to you as trustee of the property.

The State has already paid $120.00 for cleaning up and smoothing up the borrow pits after the material was removed, so that we already have that amount charged against this account. I find from our records that there was taken from this borrow pit 6,650 cubic yards which, if paid for at the price of two cents per cubic yard, which is the price paid for materials from other parties on this section of the highway, would be $133.00. Our estimate of the cost to place an embankment across the lower end of the basin would be not more than $50.00. Therefore, I would suggest that a payment of $183.00 be made in full settlement for the material which was taken from this pit. This is somewhat more than our engineers feel should be paid, but I would like to effect a settlement with you in this matter which will be satisfactory.

Very truly yours,

State Highway Engineer

Bill in amount of $183 = prepared for vouchering August 12, 1930.

RAK:HH

Charged to 9PE-543.

7-30
...IONERS
...AN DUZER, CHAIRMAN, PORTLAND
...L. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEN

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

August 6, 1930.

RECEIVED
AUG 7 1930
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

I am in receipt of the letter written by Rollin K. Page addressed to you, in connection with the matter of adjustment for materials taken from the Pilot Butte ranch on the Central Oregon Highway east of Bend.

After reading Mr. Page's letter, it appears that he has abandoned the idea of using the borrow pit for a storage reservoir on account of the excessive cost necessary to construct the flume or ditch from the lateral to the pit. As you know it was our intention to do some additional work in connection with this storage reservoir by way of constructing a dike across the lower side. We estimated that it would cost between $50.00 and $75.00 to do this work. If this work had been done, it would certainly have provided a sufficient storage for water for all his requirements.

However, after going into this matter, Mr. Wanzer recommends that Mr. Page be paid for the 6650 cubic yards taken from his property at the rate of two cents per cubic yard plus an amount of, say $50.00 to $75.00, which would represent the expense the state would be put to in constructing the dike.

We believe, that inasmuch as this parcel of land, which was used for a borrow pit, contains less than one acre and also the fact that it is located above his present ditch line and is not subject to irrigation without excessive cost in reconstructing the service ditches, that the compensation recommended by Mr. Wanzer for this material is reasonable.

I might add that the price of two cents per cubic yard has been more or less the standard price for materials from other parties on this section of the highway.

I am returning herewith Mr. Pages letter for your files.

Yours very truly

C. W. Wanzer
Division Engineer

By H. N. Hackett
H. N. Hackett
Div. Office Engineer.

hnh/e
enc.

ALICE H. PAGE

PAGE AND PAGE
ATTORNEYS AT LAW
LADD & BUSH BANK BLDG.
SALEM, OREGON

July 28th, 1930

Mr. Roy A. Klein, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Klein:

We have been making some changes in Central Oregon in connection with the Catlin estate ranch holdings and the trustees of the estate have now taken title to the E½ of 31 and some other land as a part of the liquidation and dissolution of the Pilot Butte Ranch Co., a corporation.

As a part of this business and in order to straighten out our books, I am very anxious to close up the matter of the storage reservoir and earth supplied the commission in accordance with my understanding with you of June 17th, 1929.

I was over in Bend about a month ago and I went over the ground very carefully to determine the expense and method of supplying water to this pit and I find that it would cost us a considerable sum of money and that the pit is entirely useless to us without such expenditure which would involve the construction of a substantial culvert under the new highway. I blame myself very much for not having gone over or insisted upon a survey at the time that we made the arrangement for the dirt. I took it for granted that the engineers who ran the levels out to determine whether or not the water could be brought to this pit had in mind the economical supply from an irrigation standpoint as well as practical supply from an engineering standpoint. I am frank in saying that the whole thing has turned out to be rather disappointing. I think it would be very much better now if you will have the Bend office complete the computation of the yardage and pay the trustees for the dirt taken and make us a reasonable allowance for the additional work that you instructed the Bend office to do in order to remedy the contractor's overreaching your instructions as well as my authority.

The reservoir site is useless to us as it stands now and will cost us a great deal more to utilize than any money we will get out of it, both for the dirt as well as for fixing it, so what I will have to do at the proper time is to make a reservoir

REFERRED TO
Wanger

elsewhere and let this pit stand as it is. I am content to leave the matter to your judgment, as to what is a fair adjustment, but I rather fear that as the matter has gone rather badly, it would be unwise to have the Bend office pass on the question of an adjustment, inasmuch as the field force there would quite unconsciously regard what they had done to our property as of small damage and I could not criticize them for being other than human in wanting to pay as little as possible for the things that they themselves had done.

To summarize the matter, I am not asking you to pay for bringing water to either this reservoir or any other site that I may select but only to allow us for the dirt taken from the pit and such reasonable sum of money as you would expend in putting this reservoir site in shape to use ready to have the water brought to it, and I will then be able to use these funds in such a way that they will provide me what was contemplated in the first instance without spending a large sum of money to get the water to this particular site. That would seem to me to be fair and if in your opinion it is not a proper solution, then you suggest what you think is the correct disposition of the matter and I will try to see it your way. The thing that interests me now particularly is to get the business done and our records closed up.

Yours very truly,

Raymond Page
Trustee

RKP/IR

CONTRACT # 1090, 1094,
1184,

PR 147-A Grading Pilot Butte-Horse Ridge 1929-1930

1090, 1094, 1184 Folder # 1

PR1470

The Prineville Warehouse Company

July 24, 1930

The Prineville Warehouse Co.
Prineville, Oregon

Attention: W. B. Morse, Manager

Gentlemen:

Replying to your letter of the 23rd instant with further reference to the matter of your claim against H. E. Cross subcontractor under George C. Johnson in connection with his contract for the grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, wish to say that the only protection that we can offer is the bond furnished by Mr. Johnson. Believe that we informed you at one time to take the matter up with the bonding company and that if you did not secure satisfaction by so doing that you still had recourse to the courts and should file notice with the Secretary of State in accordance with Section 2991 of the Oregon Laws.

The surety on the bond furnished by Mr. Johnson in connection with this work is the Metropolitan Casualty Insurance Company whose offices are in the Spalding Building, Portland.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:W

The Prineville Warehouse Company

W. B. MORSE, Manager PHONE RED 741

Flour, Feed, Salt, Wood, Coal, Hay, Cement, Lime and Shingles
General Warehouse and Storage Business

PRINEVILLE, OREGON

July 23, 1930

JUL 24 1930

Oregon State Highway Commission,
Salem, Oregon.
Gentlemen;

On April 25th you wrote us in answer to our letter of the 18th in which we sent you claim against H. E. Cross subcontractor under G. C. Johnson who had the contract for grading the Piolot Butte-Horse Ridge Section of the Central Oregon Hiway. You wrote us at that time that Mr. Johnson still had about $5800 coming to him.

Up to date us have heard nothing from this claim and are writing to know if it is not possible for the Highway Commission to make settlement with us for this amount.

Thanking you for a reply, we are

Yours very truly,

THE PRINEVILLE WAREHOUSE CO.

By W B Morse

ANSWERED
H. B. C.

#1090
98E

pf 147a

July 14, 1930

Metropolitan Casualty Insurance Co. of N. Y.
N. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Donald R. Husband, Attorney, at Eugene, Oregon to the effect that the Shell Oil Company has a claim against H. B. Leedy and Davis who are subcontractors under Karl Cross who in turn was a subcontractor under George C. Johnson in connection with a contract that was awarded to him by the State Highway Commission for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway. This claim is in the sum of $170.94 for materials furnished Leedy & Davis in connection with this work.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
cc George C. Johnson
503 North 14th
Portland, Oregon

DONALD R. HUSBAND

EUGENE OREGON

July 14, 1930

Donald R. Husband
Attorney at Law
Eugene, Oregon

Dear Sir:

In response to your request of the 11th instant we are mailing to you herewith a certified copy of the contract that was awarded to George C. Johnson by the Highway Commission for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway. This is in connection with the claim of the Shell Oil Company against H. B. Leedy and Davis, subcontractors employed on the above construction work, which claim is in the sum of $170.34.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

800 WILLAMETTE STREET

DONALD R. HUSBAND
ATTORNEY-AT-LAW
EUGENE, OREGON

July 11, 1[illegible]

State Fisheries Commission
[illegible], Oregon

Dear Sirs:

I am enclosing [illegible] contract of the Hall Mill Co. for the purpose of securing a copy of the contract and bond entered into by the State Fisheries Commission and George J. [illegible] on the Pilot Butte [illegible] section of the Central Oregon Highway.

If your department is not the proper one to which this should be sent, I will appreciate your forwarding it to the proper official to the end that we may secure a copy of the bond and contract.

Thanking you for your favorable [illegible] in this matter, I am,

Yours very truly,

Donald R Husband

Donald R. Husband

DRH:[illegible]

ANSWERED
H. B. C.

STATE OF [illegible])
) ss
COUNTY OF [illegible])

I, J. M. Rogers, being first duly sworn depose and say I am the Credit Manager of the Shell Oil Company, and that the Shell Oil Company's station at Bend, Oregon, which is one of the stations in our territory, supplied gasoline, kerosene, distillate and lubricating oils to T. S. Healy and Sons, whom I am informed had sublet their contract from one Earl Gross, who in turn had a contract from George J. Johnson, on job #1090, Pilot Butte Forest Fire Section of Central Oregon Highway. I am informed that Mr. George J. Johnson had a bond in the Metropolitan Casualty Company and I am making this affidavit for the purpose of securing a certified copy of said contract and bond.

That the amount that I will charge for the above goods, wares, and merchandise is $170.94, no part of which has been paid.

J. M. Rogers

Subscribed and sworn to before me this 11th day of July, 1931.

Notary Public for Oregon

My commission expires October 10, 1932.

PR 147a

July 2, 1930

Mr. S. H. Morris
Hillican, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 30th ultimo with further reference to your claim against George O. Johnson for team hire furnished one of Mr. Johnson's subcontractors in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

It is somewhat contrary to our policy to hold up payments to the contractor as you have requested, however, before final payment is made we do require that the contractor furnish us with a statement to the effect that all outstanding claims against the contract have been paid. Unless he signs such a statement money due him will be held up in this office.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:W

Bend, Oregon.

June 30th. 1930.

State Highway Commission,

Salem, Oregon.

Gentlemen:-

Attention H. B. Glaisyer.

Conforming with your letter of June 24th., regarding my claim of $72.00 against George O. Johnson,- H. E. Cross, for team hire on the Millican Highway, enclosed herewith find copy of letter that I have just written to Mr. Johnson.

Kindly accept this as notification to you that I am holding these contractors for this $72.00, and will ask that you withold this sum from their final payment until they have paid me.

Thanking you in advance for this courtesy, I am

Very truly yours,

Millican, Oregon.

ANSWERED
H. B. G.

RECEIVED
JUL 2 1930
STATE OF OREGON
HIGHWAY COMM.

Bend, Oregon.

June 30th. 1930.

George C. Johnson,
309 North 14th. Street,
Portland, Oregon.

Dear Sir:-

Through your sub-contractor, Mr. H. A. Cross, I hold a claim for team labor on this Highway Contract near Millican, totalling $72.00. I hold a verification of this charge in the form of an order to George C. Johnson, O. K'd and signed by H. A. Cross.

In taking this up with the Highway Commission they have suggested that this be first submitted to you. Because of the fact that you are the original contractor involved in this work. In order to give you the complete data in this matter I am herewith enclosing copy of order signed by Mr. Cross, and if this is not satisfactory to you I will be glad to send you a further certified copy of same.

Hoping that this will be sufficient to establish my claim in this matter, and awaiting your early payment of same, I remain

Very truly yours,

S. H. Morris

Millican, Oregon.

Bend, Oregon.

February 12th. 1930.

George C. Johnson Const. Co.,
Portland, Oregon.

Mr. S. H. Morris has rental for team from June 2nd. to August 14th. at $1.00 per day due him, making total of $72.00.

This team was usel on rock work on mile 10 and 11, on the H. Earl Cross contract.

Copy

Davis and Leedy,
By W. D. Davis.

O.K. H. E. Cross

#1090
9PE

PR147a

June 28, 1933

Metropolitan Casualty Insurance Company
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received information from the Secretary of State in which we were advised of the claim of Carl Mottice against the contract awarded to George C. Johnson for the construction of the Pilot Butte-Gap Ranch Section of the Central Oregon Highway in Deschutes County.

Copy of this notice is inclosed for your information since you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc George C. Johnson
309 North 14th Street
Portland, Oregon

June 28, 1930

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 26th instant inclosing three copies of a notice of claim of Carl Bottice against Dan Mirich for gas furnished Mr. Hildebrandt, subcontractor to George C. Johnson to whom the State Highway Commission awarded the contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, the amount of the claim being $61.38.

We are today forwarding copies of this notice to the contractor and his surety on his bond.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

Secretary of State

C. N. Lavonrios
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

June 26, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

We are enclosing herewith for your information and files, three copies of a letter from Carl Mottice, Bend, Oregon, which we received on April 19th, advising that he has a claim against Dan Mirich for $61.38.

We have written to Mr. Mottice under dates of April 19th and May 14th, suggesting that he file a formal notice of claim but to date have not received the same.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. G.

R #2 Bx 147

Bend Ore

April 17 1930

Mr. Hal E. Hoss,

Secretary of State,

Salem, Oregon.

Dear Sir:

I have a claim against Mr. Dan Mirich sub contractor under George C. Johnson on state contract #1090.

I furnished gas and oil to Mr. Hildebrandt subing under Dan Mirich. This bill was accepted by Dan Mirich for payment but as yet has not been paid.

The amount is $61.38 and was supposed to have been paid every month but was not paid. I operate under the name of Bend-Burns Service Stateion.

Very truly yours

CARL MOTTICE

File No. 839

Filed April 19, 1930, HAL E. HOSS, Secretary of State.

#1090
9DE

PR 147a

June 28, 1930

Metropolitan Casualty Insurance Co.
Spalding Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing you herewith a certified copy of the notice of claim of Ben Mirich against George C. Johnson which same you will note is in the sum of $3885.33 which is for material and labor furnished Mr. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge section of the Central Oregon Highway in Deschutes County, Oregon.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc George C. Johnson
509 North 14th St.
Portland, Oregon.

June 28, 1930

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs

This acknowledges receipt of your letter of the 26th instant in which you inclose three certified copies of the notice of the claim of Dan Hirich against George C. Johnson being in the sum of $3885.35 for material and labor furnished Mr. Johnson in connection with their contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon.

We are today forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

June 26, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B.Glaisyer,Chief Clerk)

This is to advise that we received from H. H. De Armond, Atty., Bend, Oregon, and filed as of the 20th inst., a notice of claim by Dan Mirich for material and labor furnished in the sum of $3885.33 against the bond taken from G. C. Johnson, principal, and the Metropolitan Casualty Insurance Company, surety, for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

NOTICE OF CLAIM

To: Hal E. Hoss, Secretary of State, Salem, Oregon
Oregon State Highway Commission, Salem, Oregon,
J. D. Davidson, County Clerk, Deschutes County,
Oregon, G. C. Johnson, Contractor, Portland, Oregon, and
Metropolitan Casualty Insurance Company, Portland, Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, Dan Mirich, has a claim for materials and labor furnished to G. C.Johnson, contractor, in the sum of Three Thousand Eight Hundred Eighty-five and 33/100 ($3885.33) Dollars, against the Bond executed on behalf of G. C. Johnson, contractor and Principal, and furnished by the Metropolitan Casualty Insurance Company as Surety for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Deschutes County, Oregon, which section was completed on the 10 day of December, 1929; that one (1) year has not elapsed since the completion of said work; that the materials and labor furnished by this Claimant to the said G. C. Johnson, contractor, for use in, and which were used in connection with the construction of said highway, under and pursuant to a contract made and entered into by and between the Claimant and G. C. Johnson, on the 7th day of May, 1929, wherein the said G. C. Johnson was to pay to the Claimant:

82¢ per cubic yard for common excavation,
82¢ per cubic yard for barrow excavation,
$1.00 per cubic yard for solid rock excavation and $.03 per station yard for overhaul;

that the total amount of earth and rock removed and excavated by the Claimant under said contract was:

Common excavation	7,463	cubic yards
Common embankment	35,404.8	" "
Solid rock excavation	9,526.7	" "
Overhaul	42,844.2	" "

amounting to the total sum of $21,443.82; that there has been paid to this Claimant on account thereof the sum of $17,558.49, leaving a balance due, owing and unpaid of the sum of $3,885.33.

Dan Mirich
Claimant

STATE OF OREGON)
) ss
County of Deschutes)

I, Dan Mirich, being first duly sworn, depose and say that I am the Claimant named in the foregoing Notice of Claim; that I have read the statement and accounts thereof hereinabove set forth, and the same is a true and correct statement of my claim for materials and labor furnished to the said G. C. Johnson in connection with, and which were used in the construction of said Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

Dan Mirich

Subscribed and sworn to before me this 18 day of June, 1930.

Notice of Claim

To: Hal E. Hoss, Secretary of State, Salem, Oregon
Oregon State Highway Commission, Salem, Oregon,
J. D. Davidson, County Clerk, Deschutes County,
Oregon, G. C. Johnson, Contractor, Portland, Oregon, and
Metropolitan Casualty Insurance Company, Portland, Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, Dan Mirich, has a claim for materials and labor furnished to G. C.Johnson, contractor, in the sum of Three Thousand Eight Hundred Eighty-five and 33/100 ($3885.33) Dollars, against the Bond executed on behalf of G. C. Johnson, contractor and Principal, and furnished by the Metropolitan Casualty Insurance Company as Surety for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Deschutes County, Oregon, which section was completed on the 18 day of December, 1929; that one (1) year has not elapsed since the completion of said work; that the materials and labor furnished by this Claimant to the said G. C. Johnson, contractor, for use in, and which were used in connection with the construction of said highway, under and pursuant to a contract made and entered into by and between the Claimant and G. C. Johnson, on the 7th day of May, 1929, wherein the said G. C. Johnson was to pay to the Claimant:

22¢ per cubic yard for common excavation,
22¢ per cubic yard for barrow excavation,
$1.00 per cubic yard for solid rock excavation and $.03 per station yard for overhaul;

that the total amount of earth and rock removed and excavated by the Claimant under said contract was:

Common excavation	7,463	cubic yards
Common embankment	35,404.8	" "
Solid rock excavation	9,526.7	" "
Overhaul	42,844.2	" "

amounting to the total sum of $21,443.82; that there has been paid to this Claimant on account thereof the sum of $17,558.49, leaving a balance due, owing and unpaid of the sum of $3,885.33.

DAN MIRICH
Claimant

STATE OF OREGON)
) ss
County of Deschutes)

I, Dan Mirich, being first duly sworn, depose and say that I am the Claimant named in the foregoing Notice of Claim; that I have read the statement and accounts thereof hereinabove set forth, and the same is a true and correct statement of my claim for materials and labor furnished to the said G. C. Johnson in connection with, and which were used in the construction of said Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

DAN MIRICH

Subscribed and sworn to before me this 18 day of June, 1930.

(SEAL)

H. H. DE ARMOND
Notary Public for Oregon
My commission expires: J... ,

File No. 837
Filed June 20, 1930. HAL E. HOSS ...

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Dan Mirich for material and labor furnished in the sum of $3885.33 against the bond taken from G. C. Johnson, principal, and the Metropolitan Casualty Insurance Company, surety, for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon, with the original notice of claim on file in the office of the Secretary of State and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 20thday of June, A. D. 1930.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Dan Mirich for material and labor furnished in the sum of $3885.33 against the bond taken from G. C. Johnson, principal, and the Metropolitan Casualty Insurance Company, surety, for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon, with the original notice of claim on file in the office of the Secretary of State and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 20th day of June, A. D. 1930.

Hal E Hoss

Secretary of State

#1090
9PE

PR 147a

June 24, 1930

Mr. S. M. Morris
Millicom, Oregon

Dear Sirs

This acknowledges receipt of your letter of the 18th instant in which you advise us of your claim against H. E. Cross for team hire in the sum of $72.00 furnished to Mr. Cross in connection with his sub-contract under George C. Johnson for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway contract no. 1090.

Contrary to the statement made in your letter, Mr. H. E. Cross is not the main contractor in connection with this work. This contract was awarded by the Highway Commission to George C. Johnson whose address is 309 N. 14th Street, Portland. The State Highway Commission holds Mr. Johnson responsible and liable for payment of claims in connection with this work whether incurred by himself or by his subcontractors. We would suggest, therefore, that you take the matter up with Mr. Johnson. If you secure no satisfaction by so doing then you still have recourse to action against the bond furnished by Mr. Johnson to the State in connection with this work. This bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This is a $50,000.00 bond and was written by the Metropolitan Casualty Insurance Company of New York, for whom M. L. Gilbert, is local agent, with offices in the Spalding Building Portland, Oregon. If you secure no satisfaction from the

Mr. S. H. Morris

bonding company, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Inquiry in the office of the Auditor reveals that final payment will be made in a very short time for this work, so it will behoove you to take early action in this matter. We regret that we can not make payment to you direct.

In accordance with our usual practice, we are today bringing this matter to the attention of the contractor and the surety on his bond. We are returning to you herewith letter of February 12, 1930 addressed to George C. Johnson, Construction Company by Davis & Leedy which has been approved by Mr. Cross.

Very truly yours

Roy A. Klein
State Highway Engineer

By

MEG:S
Enc.

H. B. Glaisyer
Chief Clerk

Providence Washington Insurance COPY

Bend, Oregon
Feb. 12, 1930

Geo. C. Johnson Const. Co.
Portland, Oregon

Mr. S. N. Morris has rental for team from June 2nd to Aug. 14th at $1.00 per day due him, making total of $72.00.

This team was used on rock work on mile 10 and 11 on the H. Earl Cross contract.

(Signed) Davis & Leedy
By W. D. Davis

O. K. H. E. Cross

Original letter returned to Mr. S. N. Morris June 24, 1930

Receiving stamp shows received this office June 20, 1930

Geo. Joslyn
C. C.

INCORPORATED 1799

W. H. PHILLIPS, SECRETARY
GEO. E. BIXBY, TREASURER

Providence Washington Insurance Co.

PACIFIC DEPARTMENT
C. A. COLVIN, MANAGER
P. R. WEINMANN, ASST. MANAGER
238-240 BUSH ST., SAN FRANCISCO

DONALD B. STUART

BEND, OREGON,

June 18th 1930

State Highway Commission
Salem Oregon

Gentlemen;-

From the enclosed order, signed by Davis and Leedy and countersigned by H E Cross, the main contractor, you will see where I have rental money due me for the use of my team of $ 72:00. As per order, this was for labor done on Mile 10 and 11 under the H Earl Contract.

When you are ready to make payment under this contract, will you kindly remit to me this amount that is due me, as per this enclosed order.

If for any reason, this cannot be handled in this manner, please advise me as soon as possible.

Thanking you in advance for this, I am

Very truly Yours

S. N. Morris

Millican Oregon
Deschutes County

ANSWERED
7-1-30
B. G.

#1090
90E

PR 147a

June 24, 1930

Metropolitan Casualty Insurance Co. of N. Y.
M. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have received information from Mr. S. M. Morris of Millican, Oregon, to the effect that he has a claim against H. E. Cross, subcontractor under George C. Johnson in connection with Mr. Johnson's contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway contract no. 1090.

This claim is in the sum of $72.00 and covers rental of a team from June 2 to August 14, 1929. This information is given you as you appear as surety on the bond furnished by Mr. Johnson in connection with this work.

We are enclosing in this letter a copy of a letter dated February 12, 1930 to George C. Johnson Construction Company by Davis and Leedy concerning this claim. This letter bears the approval of H. E. Cross.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
cc George C. Johnson

COPY

Bend, Oregon
Feb. 12, 1930

Geo. C. Johnson Const. Co.
Portland, Oregon

Mr. S. N. Morris has rental for team from June 2nd to Aug. 14th at $1.00 per day due him, making total of $72.00.

This team was used on rock work on mile 10 and 11 on the H. Earl Cross contract.

(Signed) Davis & Leedy
By W. D. Davis

O. K. H. E. Cross

Bend, Oregon
Feb. 12, 1930

Geo. C. Johnson Const. Co.
Portland, Oregon

Mr. S. N. Morris has rental for team from June 2nd to Aug. 14th at $1.00 per day due him, making total of $72.00.

This team was used on rock work on mile 10 and 11 on the H. Earl Cross contract.

(Signed) Davis & Leedy
By W. D. Davis

O. K. H. E. Cross

#1091
9 PE

PR 147a

June 20, 1930

Metropolitan Casualty Insurance Co. of N. Y.
H. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Mr. H. B. Belsmond, a lawyer of Bend, Oregon, to the effect that G. C. Johnson is indebted to a client of his by the name of Dan Hirlch for labor and material furnished Mr. Johnson in connection with his contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County. The amount of this claim is $3855.33.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

cc G. C. Johnson

June 20, 1930

Mr. H. H. De Armond, Lawyer
Bend, Oregon

Dear Sirs

This acknowledges receipt of your letter of the 17th instant in which you enclose notice of claim of Dan Mirich against G. C. Johnson for materials and labor furnished Mr. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

In accordance with our usual practice, we are today advising the contractor and his surety of the existence of this claim.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

H. H. DE ARMOND
LAWYER
BEND, OREGON

June 17, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please find enclosed herein Notice of Claim of Lien of Dan Mirich against G. C. Johnson and Metropolitan Casualty Insurance Company for the unpaid balance due Mr. Mirich on material and labor furnished Johnson in connection with the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway. The original of this Claim is filed with the Secretary of State.

Yours truly,

H. H. de Armond

HHD:R
ENC.

#1090

ANSWERED
H. B. C.

NOTICE OF CLAIM

To: Hal E. Hoss, Secretary of State, Salem, Oregon,
Oregon State Highway Commission, Salem, Oregon,
J. D. Davidson, County Clerk, Deschutes County,
Oregon, G. C. Johnson, contractor, Portland, Oregon, and
Metropolitan Casualty Insurance Company, Portland, Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, Dan Mirich, has a claim for materials and labor furnished to G. C. Johnson, contractor, in the sum of Three Thousand Eight Hundred Eighty-five and 33/100 ($3855.33) Dollars, against the Bond executed on behalf of G. C. Johnson, contractor and Principal, and furnished by the Metropolitan Casualty Insurance Company as Surety for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Deschutes County, Oregon, which section was completed on the 10 day of December, 1929; that one (1) year has not elapsed since the completion of said work; that the materials and labor furnished by this Claimant to the said G. C. Johnson, contractor, for use in, and which were used in connection with the construction of said highway, under and pursuant to a contract made and entered into by and between the Claimant and G. C. Johnson, on the 7th day of May, 1929, wherein the said G. C. Johnson was to pay to the Claimant:

22¢ per cubic yard for common excavation,
22¢ per cubic yard for barrow excavation,
$1.00 per cubic yard for solid rock excavation and $ .03 per station yard for overhaul;

that the total amount of earth and rock removed and excavated by the Claimant under said contract was:

Common excavation	7,463	cubic yards
Common embankment	35,404.8	" "
Solid rock excavation	9,526.7	" "
Overhaul	42,644.2	station yards

amounting to the total sum of $21,443.82; that there has been paid to this Claimant on account thereof the sum of $17,558.49, leaving a balance due, owing and unpaid of the sum of $3,885.33.

Dan Mirich
Claimant

STATE OF OREGON }
} ss
County of Deschutes }

I, Dan Mirich, being first duly sworn, depose and say that I am the Claimant named in the foregoing Notice of Claim; that I have read the statement and accounts thereof hereinabove set forth, and the same is a true and correct statement of my claim for materials and labor furnished to the said G. C. Johnson in connection with, and which were used in the construction of said Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

Dan Mirich

Subscribed and sworn to before me this 10 day of June, 1930.

[illegible]
Notary Public for Oregon
My commission expires: Jan 9 1933

To: Hal E. Hoss, Secretary of State, Salem, Oregon,
Oregon State Highway Commission, Salem, Oregon,
J. D. Davidson, County Clerk, Deschutes County,
Oregon, G. C. Johnson, contractor, Portland, Oregon, and
Metropolitan Casualty Insurance Company, Portland, Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, Dan Mirich, has a claim for materials and labor furnished to G. C. Johnson, contractor, in the sum of Three Thousand Eight Hundred Eighty-five and 33/100 ($3855.33) Dollars, against the Bond executed on behalf of G. C. Johnson, contractor and Principal, and furnished by the Metropolitan Casualty Insurance Company as Surety for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Deschutes County, Oregon, which section was completed on the 10 day of December, 1929; that one (1) year has not elapsed since the completion of said work; that the materials and labor furnished by this Claimant to the said G. C. Johnson, contractor, for use in, and which were used in connection with the construction of said highway, under and pursuant to a contract made and entered into by and between the Claimant and G. C. Johnson, on the 7th day of May, 1929, wherein the said G. C. Johnson was to pay to the Claimant:

22¢ per cubic yard for common excavation,
22¢ per cubic yard for barrow excavation,
$1.00 per cubic yard for solid rock excavation and $ .03 per station yard for overhaul;

that the total amount of earth and rock removed and excavated by the Claimant under said contract was:

Common excavation	7,463	cubic yards
Common embankment	35,404.8	" "
Solid rock excavation	9,526.7	" "
Overhaul	42,844.2	station yards

amounting to the total sum of $21,443.82; that there has been paid to this Claimant on account thereof the sum of $17,558.49, leaving a balance due, owing and unpaid of the sum of $3,885.33.

Dan Mirich
Claimant

STATE OF OREGON)
) ss
County of Deschutes)

I, Dan Mirich, being first duly sworn, depose and say that I am the Claimant named in the foregoing Notice of Claim; that I have read the statement and accounts thereof hereinabove set forth, and the same is a true and correct statement of my claim for materials and labor furnished to the said G. C. Johnson in connection with, and which were used in the construction of said Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

Dan Mirich

Subscribed and sworn to before me this 10 day of June, 1930.

[illegible]
Notary Public for Oregon
My commission expires: Jan 9 1933

PR 1470

June 17, 1930

J. W. Peak Construction Co.
% James L. Conley
812 Failing Building
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Bend-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

#1090
9PE

PR1470

June 26, 1930

Puget Sound & Alaska Powder Company,
307 Pioneer Building,
Seattle, Washington.

Attention: H. O. Beales, Secy-Treas.

Gentlemen:

Receipt is acknowledged of your letter of June 15th concerning the Geo. C. Johnson contract No. 1090 - Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

Please be advised that this contract was completed on December 30th, 1929. Final payment has not yet been made and the retained percentage is $2,030.19. The bond in connection with this contract was furnished by the Metropolitan Casualty Insurance Company of New York for whom M. L. Gilbert, Spalding Building, Portland, Oregon, is resident agent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

ROY HOBART, Vice Pres

H. G. DEALEY, Secy-Treas.

#1.090

Puget Sound and Alaska POWDER Company

VULCAN
KICK IN EVERY STICK
STUMPING POWDERS AND DYNAMITE
FOR
LAND CLEARING ROAD WORK
COAL MINING AND ROCK WORK

SALES OFFICE
307 PIONEER BUILDING
SEATTLE
PHONE MAIN 5110
PORTLAND OFFICE
916 BOARD OF TRADE BLDG.
PHONE ATWATER 8624
SPOKANE OFFICE
501 ROOKERY BLDG.
PHONE MAIN 1851

ADDRESS REPLY TO

Seattle, Washington,
June 13th,1930.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. H.B.Glaisyer.

Re:

Gentlemen: Contract: Pilot Butte-Horseshoe Ridge Section, Central Oregon Highway, Deschutes County.

Will you kindly advise us as to the present status of the contract which was awarded to G.C.Johnson. We understand this work is completed and wish you would favor us with the information as to when job was completed,together with the name of Surety Company who furnished bond.

Thanking you for your courtesy in this connection, we are,

Very truly yours,

PUGET SOUND & ALASKA POWDER CO.,

by H G Dealey
Secy-Treas.

HGB*DIW

#4 S.F.

Paid to date - $66,249.42

Retained - $2,050.19

Completed Dec 30, 1929

Pr

Pr 147-A

June 13, 1930.

Mr. W. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 6, regarding that portion of the project No. 147-A, Pilot Butte-Horse Ridge Section, which extends within the city limits of Bend.

For the reason that this portion of the project is of such small length, it has occurred to us that it would be more simple to eliminate it entirely, and to change the beginning of the project from Station 0+00 to Station 1+37. Anticipating that this change will meet with your approval, we have prepared Sheet 2 of the estimate on this basis. The only items which have been changed are the length of the project and the cost per mile.

We have corrected our plans, and if necessary, will send prints of the sheets which have been revised. However, it occurs to us that the changes are so slight that you may be able to make the correction on the prints which have previously been sent to you. We are accordingly not sending the revised prints unless you request them.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Encls.

PR 147-A

Central Oregon Canal Bridge

35 cu.yds	Excavation	$ 10.00	$ 350.00
5 cu.yds	Excavation below plane	2.00	10.00
39 cu.yds	Class "A" Concrete	30.00	1,170.00
37 cu.yds	Class "B" Concrete	28.00	1,036.00
15,000 lbs	Metal Reinforcement	.0675	1,012.50
120 lin.ft	Concrete Handrail	5.00	600.00
All Required	Remove old Br. and Maint. Traffic		100.00
	Sub-total (bridge)		$ 4,338.50
	10% Engr. & Cont.		433.25
	Total (bridge)		$ 4,765.75

Gross length of Project 12.087 miles
Length Central Ore. Canal Br. .010 miles

Net length of roadway (excluding bridge) 12.077 miles Cost per mile $11,510.72

SUMMARY

Item	Total Cost	Federal Aid Requested	State Funds
Roadway	$ 139,870.50	$ 87,041.41 (62.23%)	$ 52,829.09
1 Bridge	4,765.75	2,965.72 (62.23%)	1,800.03
	$ 144,636.25	$ 90,007.13	$ 54,629.12

State funds for construction - Chapter 175, Laws 1917; Chapter 51, Laws 1920

State funds for maintenance - Chapter 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, ORE.

June 6, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

Receipt is acknowledged of your May 31 letter, with which you forwarded agreement estimates dated May 27th, for Oregon Federal Aid Project No. 147-A, Pilot Butte - Horse Ridge Section of the Central Oregon Highway. In advising you of our approval of this project we failed to call your attention to the fact that we cannot check the lengths given. According to our figures, these are as follows:

Gross Length of project,-----	12.113 miles
Central Oregon Canal Bridge,-	0.010 "
Net Length of Roadway, excluding bridge,------	12.103 "

If you find these lengths correct, page 2 only of the estimate will require revision.

As mentioned in our general letter of April 29, 1930, to you, it will be necessary that we be furnished three copies of an agreement with the City authorities of Bend that no future encroachments will be permitted upon the right-of-way of that portion of the project within the town.

Further action will be deferred until we have heard further from you.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 147

May 31, 1930.

Mr. H. E. Lyons,
District Engineer
Bureau of Public Roads,
Box 2600
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate on basis for modified agreement for the Pilot Butte-Horse Ridge Section, Project No. 147-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. E. Probert
Office Engineer

Dict by J. W. Bush/AP
Enclosures

Oregon State Highway Department — Project No. 147-A

PILOT BUTTE-HORSE RIDGE SECTION OF THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate as basis for modified agreement. Based on contract prices.)

Salem, Oregon, May 27, 1930.

Grading, Unit No. 1

All Required	Clearing and Grubbing		$3,000.00
40,000 cu.yds	Common Excavation	.38	15,200.00
99,000 cu.yds	Common Embankment	.38	84,000.00
22,500 cu.yds	Solid Rock Excavation	1.29	29,025.00
20,000 yd.sta.	Overhaul	.07	1,400.00
60 lin.ft	12" Concrete Culvert Pipe	1.45	87.00
40 lin.ft	18" ditto	2.00	80.00
90 lin.ft	24" ditto	3.50	315.00
170 lin.ft	30" ditto	4.00	680.00
36 lin.ft	36" ditto	5.00	180.00
35 lin.ft	18" Concrete Siphon Pipe	3.00	105.00
30 lin.ft	30" ditto	6.00	180.00
15 cu.yds	Class "A" Concrete	27.00	405.00
100 cu.yds	Class "B" Concrete	22.00	2,200.00
	Sub-total		$77,777.00

Surfacing, Units Nos. 1 and 2

26,000 cu.yds	R.O.B. Cinders in Surfacing	.42	$10,920.00
5,000 cu.yds	Coarse Br. Stone in Surfacing	2.15	11,025.00
1,000 cu.yds	Br. Stone Screenings in Surfacing	2.15	2,150.00
2,000 cu.yds	R.O.B. Gravel in Surfacing	.44	880.00
3,000 cu.yds	Earth Shoulders and Earth Cushion	.30	900.00
800 M-Gal.	Sprinkling	1.00	800.00
350 cu.yds	Earth Filler	.30	105.00
1,650 yd.mi.	Filler Haul	.18	297.00
150,000 yd.mi.	Hauling Cinders (Tr. Mean.)	.10	15,000.00
29,000 yd.mi.	Hauling Br. Stone and Gravel (Tr. Mean.)	.17	4,930.00
			$49,376.00
	Sub-total (roadway)		$127,153.00
	10% Engr. & Cont.		12,716.50
	Total (roadway)		$139,870.50

Central Oregon Canal Bridge

35 cu.yds	Excavation	$ 10.00	$ 350.00
6 cu.yds	Excavation below plans	8.00	48.00
20 cu.yds	Class "A" Concrete	30.00	1,170.00
37 cu.yds	Class "D" Concrete	28.00	1,036.00
15,800 lbs	Metal Reinforcement	.0675	1,066.50
120 lin.ft	Concrete Handrail	5.00	600.00
All Required	Remove old Br. and Maint. Traffic		100.00
	Sub-total (bridge)		$ 4,332.50
	10% Engr. & Cont.		433.25
	Total (bridge)		$ 4,765.75

Gross length of project 12.112 miles
Length Central Ore. Canal Br. .011 "

Net length of roadway (
(excl. bridge) 12.101 miles

Cost per mile $11,568.96

SUMMARY

Item	Total Cost	Federal Aid Requested	State Funds
Roadway	$ 139,870.50	$87,041.41 (62.23%)	$ 52,829.09
1 Bridge	4,765.75	2,965.72 (62.23%)	1,800.03
	$ 144,636.25	$90,007.13	$ 54,629.12

State Funds for Construction - Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State Funds for Maintenance - Chapter 41, Laws 1927.

Form 39—D14454—3500—11-29

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 23, 1930

Job name Pilot Butte Stone Bridge Surfacing

Week from 6/16 to 6-21

Mail address Bend

Highway Central Oregon

Telephone or telephone address

County Deschutes Job prefix 99 D.

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

J W Peck Const Co have sublet the Centure work to the Siltzough Const Co of Bend - They will do all the work.

This week Two Fords spent on assembling equipment etc. They have stripped the gravel and have done some shooting. Have moved the crushing equipment to the site. 3 crushers - 1 Sauer Bredt. 1 Cyclone & 1 Dixie - Will strip Cinders for until 3/4 yd gravel is short - On Sat. they moved the Planing mill to Sisters for the week end & I gave 2 days. The following equipt is here.

1 - 3/4 Cu yd Lorain Shovel -

3 Crushers - with screens, Diesel Engines, etc.

1 - 1000 gal Sprinkling Tank to be mounted on truck they will use Deschutes Co Jeffery & City of Bend motor graders (2) 1 Sauer Compressor, & 3 or 4 Trucks.

Shovel started June 16 - Will carry this date on start of work -

(See back of this sheet for instructions and detailed information.)

Signed W M Hackett

Title Res Engineer.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

OREGON STATE HIGHWAY COMMISSION

BEND OREGON

May 23, 1930

J. W. Peak Construction Company
504 Puyallup Avenue
Tacoma, Washington

Gentlemen:

In connection with Contract # 1164, J. W. Peak Construction Co., covering Bull-Horse Ridge Section of the Central Oregon Highway, wish to advise that the Commission has not accepted the project and we disapprove any action you have taken in regard to the project. There is some reason for delay in being awarded the contract dealing with, due to delay in being award-

On May 10th we sent to you four copies of the contract that was awarded to you by the State Highway Commission on April 24 for the construction of the Bull-Horse Ridge Section of the Central Oregon Highway.

You were asked to sign these as to agreement and furnish the required bond. This you have not done to date. Will you please advise us the status of this matter? If you have not received the contract forms we will send out a tracer for them.

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:S

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

May 22, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with Contract # 1184, J. W. Feak Construction Co., surfacing Bend-Horse Ridge Section of the Central Oregon Highway, wish to advise that the contractor has not yet appeared upon the project and we are wondering whether or not there is some reason for his not commencing this work, due to delay in being awarded the contract or some reason or other.

If not, we believe it would be a good plan to notify these people of the circumstances.

Yours very truly

K. D. Lytle
Ass't. Division Engineer

RECEIVED
MAY 23 1930
OREGON
STATE HIGHWAY

By H. N. Hackett
H. N. Hackett
Div. Office Engineer

Contract has not yet been signed
4/25

HNH:C

#1090
98E
PR147a

May 19, 1932

Metropolitan Casualty Insurance Company of New York
Spalding Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have received from the Miller Lumber Company of Bend, Oregon in which they advise us of certain unpaid bills originating under the contract awarded to George C. Johnson for the grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway contract no. 1090.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Gleiqyer
Chief Clerk

HBG:S
Enc.
cc George C. Johnson

May 19, 1930

Miller Lumber Company
Bend, Oregon

Attention: W. A. Werts

Gentlemen:

This acknowledges receipt of your letter of the 16th instant in which you advise us of your claim against G. C. Johnson for materials furnished in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

This particular contract, which is State Highway Contract no. 1090, covers the regrading of the above section of highway, consisting of 10.7 miles. In connection with this contract Mr. Johnson furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project whether or not the claim were incurred by Mr. Johnson himself or by subcontractors. This bond was written by the Metropolitan Casualty Insurance Company of New York whose offices are in the Spalding Building, Portland. We would suggest that you file notice of your claim with the bonding company. If you secure no satisfaction by so doing then you still have recourse to action in the Courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Gleisner
Chief Clerk

HBG:S

THE MILLER LUMBER COMPANY

RETAIL LUMBER MERCHANTS

BEND, OREGON

May 16, 1930

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: -

We have several small unpaid bills contracted by contractors on the Central Oregon Highway who were subbing under G. C. Johnson, who had the contract for the work. In talking to Mr. Hackett, the resident engineer here, we were advised to write you and give you the amount of the bills that are unpaid.

We have one bill for material taken out by Dan Mirich, who was sub-contracting the grading from Mr. Johnson, which amounts to $44.79, also another bill for some cement taken out by a sub-contractor, Rudolf K. Krausse, which was for a culvert on the Central Oregon Highway. This amounts to $71.93.

If you will advise us just what steps or proceedure to take to file these bills properly so they will be in line for payment, we will appreciate it.

Very truly yours,

THE MILLER LUMBER COMPANY

BY [signature]

NAW

ANSWERED
H. B. G.

#1090
90E
PB1470

May 12, 1930

Metropolitan Casualty Insurance Co. of N. Y.
Spalding Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a notice that has been filed in the office of the Secretary of State by the Michel Grocery Company, being notice of their claim against G. C. Johnson for groceries furnished Mr. Johnson in connection with his contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, State Highway Contract no. 1090.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:s
Enc.
cc G. C. Johnson

May 12, 1930

Mr. Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir: [illegible] bond taken from Casualty Insurance Company [illegible]

Attention: Edith Libby

This acknowledges receipt of your letter of the 8th instant enclosing three copies of a notice of the claim of the Michel Grocery Company against G. C. Johnson in the sum of $370.42.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

COPY

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED THE MICHEL GROCERY COMPANY, HAS A CLAIM FOR GROCERIES IN THE SUM OF THREE HUNDRED SEVENTY AND FORTY TWO CENTS ($370.42). against the bond taken from Casualty Insurance Company of New York for the work of G. C. Johnson on contract with State Highway Commission on the re-grading of the Pilot Butte Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon.

THE MICHEL GROCERY CO.

By ARTHUR S. MICHEL

Manager

ENDORSED:
File No. 832
Filed May 7, 1930, HAL E. HOSS, Secretary of State.

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

May 8, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of the 7th inst., a notice of claim by The Michel Grocery Company for groceries furnished in the sum of $370.42 against the bond taken from G. C. Johnson and the Casualty Insurance Company of New York for the re-grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

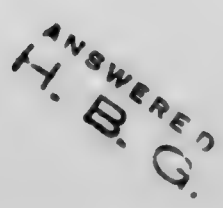
Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L



#1090
98E

May 9, 1930

Metropolitan Casualty Insurance Company
H. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received a notice from the Michel Grocery Company of Prineville, Oregon, that they have a claim against Earl Cross, a sub contractor under George C. Johnson, in connection with his contract for the Pilot Butte-Horse Ridge Section, regrading, State Highway contract 1090. The amount of the claim is $370.42 and is for groceries furnished Mr. Cross in connection with his sub contract work.

It seems that the Michel Grocery Company has received no satisfaction from repeated inquiries to Mr. Johnson.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

HHG:G
cc George C. Johnson

H. H. Glaisyer
Chief Clerk

SYLVAIN O. MICHEL

THE MICHEL GROCERY COMPANY

STAPLE AND FANCY GROCERIES

May 9, 1930

The Michel Grocery Company
Prineville, Oregon

RECEIVED
MAY 1930
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

This acknowledges receipt of your letter of the fourth instant in which you advise us of your claim against Earl Cross, sub contractor under G. C. Johnson, to whom the State Highway Commission awarded the contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway Contract no. 1090.

According to the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose you will note that a notice of your claim should be filed with the Secretary of State prior to the expiration of one year from the date of completion of the contract to hold the bond furnished by the contractor responsible and liable for the payment of the claim. The bond furnished to the State in connection with the state highway contracts is the only protection that we can offer for claims such as yours. We would suggest that you take the matter up with the surety on this bond who, in this instance, is the Metropolitan Casualty and Insurance Company of New York, H. L. Gilbert, agent, Spalding Building, Portland. Should you secure no satisfaction from the surety company then you should proceed with the filing of your claim with the Secretary of State before the period of one year has elapsed.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

S. MICHEL

SYLVAIN O. MICHEL

THE MICHEL GROCERY COMPANY

STAPLE AND FANCY GROCERIES

PRINEVILLE, OREGON

MAY

4th

1930.

RECEIVED
MAY 6 1930
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:-

Attached please find statement of account for Earl Cross subcontractor under G. J. Johnson on Pilot Butte-Horse Ridge Secton of the Central Oregon Highway.

Would you kindly file this claim if properly made out, against this piece of work.

We would have filed same at an earlier date but we have had several letters from Mr. Johnson dated as far back as January 21st., 1930 in which he stated he would settle this account just as soon as he got his final estimate assuring us in one letter that Mr. Cross had sufficient coming to do so. We hope that we are within our rights in filing this claim and thanking you in advance for this courtesy, We are,

ANSWERED
H. B. G.

Yours truly,

THE MICHEL GROCERY COMPANY.

BY Arthur D. Michel
Manager

RECEIVED
MAY 6 1930
OREGON
STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED THE MICHEL GROCERY COMPANY, HAS A CLAIM FOR GROCERIES IN THE SUM OF THREE HUNDRED SEVENTY AND FORTY TWO CENTS ($370.42), against the bond taken from Casulty Insurance Company of New York for the work of G. C. Johnson on contract with State Highway Commission on the re-grading of the Pilot Butte Horse Ridge Section of the Central Oregon Highway in Deschutes County, Oregon.

The Michel Grocery Co
By Arthur L. Michel
Manager

	3	"	699	11863	
	9	"			
	"	"			
	"	"	260	14503	
	4	"			

SYLVAIN O. MICHEL

No. _____ PRINEVILLE, OREGON, _____

M Est Chas
Road Act - (2)

RECEIVED
MAY 1, 1930
OREGON
HIGHWAY COMMISSION

TO THE MICHEL GROCERY COMPANY DR.

HIGH GRADE GROCERIES

1929

ACCOUNTS DUE FIRST OF EACH MONTH
TEN PER CENT INTEREST CHARGED ON ACCOUNTS PAST DUE

			DEBIT	CREDIT	DEBIT BALANCE	CREDIT BALANCE
May	21					
	21					
	"					
	"					
	"					
	"		62 00		62 00	
	24					
	"					
	"					
	"					
	"		7 45		6 65	
	"				8 69	
	27					
	31					
	"					
	1					
	4		56	1 65	9 54	
	"				7 89	
June	1					
	1					
	1					
	1		15 80		11 14	
	3		6 19		11 83	
	7					
	"					
	"		2 60		14 43	
	"		1 49		14 73	
	"					
	"					
	"					
	"					
	"		16 44		11 16	

SWIFT IN O. MICHEL

No. _____ PRINEVILLE, OREGON _____

M _____

RECEIVED
MAY 6 1930
OREGON
STATE HIGHWAY COMMISSION

TO THE MICHEL GROCERY COMPANY DR.

HIGH GRADE GROCERIES

ACCOUNTS DUE FIRST OF EACH MONTH TEN PER CENT INTEREST CHARGED ON ACCOUNTS PAST DUE	DEBIT	CREDIT	DEBIT BALANCE	CREDIT BALANCE
1929				
	16.36		16.36	
	15.11		17.40	
	25		20.55	
			2.56	
29				
July 6			2.63	
6			2.16	
			2.11	
13				
	1.69		2.76	
13	2.00		2.76	
20				
	2.16		3.19	

STUART O. MICHEL

No. _____ PRINEVILLE, OREGON,

RECEIVED
MAY 6 1930
OREGON
STATE HIGHWAY COMMISSION

M _____

TO THE MICHEL GROCERY COMPANY DR.

HIGH GRADE GROCERIES

1929

ACCOUNTS DUE FIRST OF EACH MONTH TEN PER CENT INTEREST CHARGED ON ACCOUNTS PAST DUE			DEBIT	CREDIT	DEBIT BALANCE	CREDIT BALANCE
July	30				30 16	
	30			2	30 14	
	26			8 10	31 28	
	4		19 10		33 28	
	4		1 35		34 91	
					14 91	
	17					
			7 80		16 91	
					17 01	
	17					
			14 50		18 21	
	17					
			1 19		19 50	
					08	

SYLVAIN OR MICHEL

No. _____ PRINEVILLE, OREGON, _____

M _____

RECEIVED
MAY 6 1930
OREGON
STATE HIGHWAY COMMISSION

TO THE MICHEL GROCERY COMPANY DR.

HIGH GRADE GROCERIES

ACCOUNTS DUE FIRST OF EACH MONTH. TEN PER CENT INTEREST CHARGED ON ACCOUNTS PAST DUE			DEBIT	CREDIT	DEBIT BALANCE	CREDIT BALANCE
Aug	26				19500	
	26					
	"					
	"				0225	
	"				0475	
	"				2014	
Aug	31					
	31					
	"					
	"					
	"					
	"				2278	
	"					
	"					
	"					
	"				3972	
Sept	1					
	"					
	"					
	"					
	"					
	16					
	"					
	"					
	"					
	23					
	"					
	"					
	"					
	"					
	"					
	30					

SYLVAIN O. MICHEL

No. _____ PRINEVILLE, OREGON.

M _____

RECEIVED
MAY. 6 1930
OREGON
STATE HIGHWAY COMMISSION

TO THE MICHEL GROCERY COMPANY DR.

HIGH GRADE GROCERIES

1929

ACCOUNTS DUE FIRST OF EACH MONTH
TEN PER CENT INTEREST CHARGED ON ACCOUNTS PAST DUE

			DEBIT	CREDIT	DEBIT BALANCE	CREDIT BALANCE
Oct	1	To Bal Forward	29462		29462	
			1052		30514	
			1270		31784	
			310		32094	
	14		1088		33182	
			813		33995	
			1218		35213	
	31		390		35603	
Nov	1	To Bal Forward	454		36057	

PR 147a

Oregon State Highway Commission

May 8, 1930

Hansen & Rowland, Inc.
405 Failing Building
Portland, Oregon

Attention: M. L. Gilbert

Gentlemen:

Replying to your letter of the 29th ultimo in which you request the contract forms covering the work that was awarded to J. W. Peak Construction Company for the construction of the Bend-Horse Ridge Section of the Central Oregon Highway be sent to you, will say that our usual practice is to comply with the request of the contractor.

We have not received such a request from the J. W. Peak Construction Company and we hesitate to send the forms direct to you until we receive such a request. You will appreciate our reasons for so doing.

The forms are not yet ready to mail out and probably will not be ready until Monday or Tuesday of next week. This will probably give you sufficient time to get in touch with the Peak Construction Company and have them direct us to mail the forms to you, as requested in your letter.

Very truly yours

Roy A. Klein
State Highway Engineer

By H. B. Glaisyer
Chief Clerk

HBG:S
cc Peak Construction Co.

Union Indemnity Company

A Division of Insurance Securities Company, Inc.

HANSEN & ROWLAND Inc.
General Agents
Washington, Oregon, Idaho, Alaska
Washington Bldg., TACOMA, WASH.

Union Indemnity Building
New Orleans La.

PORTLAND OFFICE
405-6 FAILING BUILDING

PORTLAND, ORE. April 29, 1930.

RECEIVED
APR 30 1930
OREGON
STATE HIGHWAY COMMISSION

State Highway Department,
Salem, Oregon.

Gentlemen:

Re: J. W. Peak Construction Co.
Bend-Horse Ridge Section of Central
Oregon Highway

In connection with the above contract, if you will kindly forward the contract and bond forms to us we will have them signed, and execute the bond.

Yours truly

HANSEN & ROWLAND Inc.

By M. L. Gilbert

M. L. Gilbert
Portland Branch Office

ML/:MB

ANSWERED
H. B. G.

#1090
90E
PR1470

May 1, 1930

Mr. Hal E. Hoss
Secretary of State
State Capitol Building
Salem, Oregon

Dear Sir:

Attention: Edith Libby

Receipt of your letter of the 29th ultimo is acknowledged in which you enclose three copies of the notice of the claim that has been filed in your office by the Prineville Warehouse Company, it being their claim in the sum of $633.43 against the bond taken from C. C. Johnson and the Casualty Insurance Company in connection with the contract awarded to Mr. Johnson for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

We are today forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

May 1, 1930

Metropolitan Casualty Insurance Company of New York
Spalding Building
Portland, Oregon

Attention: M. L. Gilbert

Gentlemen:

We enclose herewith, for your information, copy of a notice that we have received from the Secretary of State, it being the notice of the claim of the Prineville Warehouse Company against O. C. Johnson in the sum of $633.43 for materials furnished Mr. Johnson in connection with his contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway Contract no. 1090.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBC:S
Enc.

cc Mr. O. C. Johnson

Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 29, 1930

RECEIVED
APR 30 1930
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date, a notice of claim by Prineville Warehouse Company, for materials furnished in the sum of $633.43 against the bond taken from G. C. Johnson and the Casualty Insurance Company, for the re-grading of the Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. G.

COPY

RECEIVED
APR 30 1930
STATE OF OREGON
HIGHWAY COMMISSION

Notice is hereby given that the undersigned Prineville Warehouse Company, has a claim for grain, hay and salt in the sum of $633.43,Dollars, against the bond taken from Casualty Insurance Company of New York, for the work of G. C. Johnson on contract with State Highway Commission on the re-grading of the Pilot Butte Horse Ridge Section of Central Oregon Highway in Deschutes County, Oregon.

THE PRINEVILLE WAREHOUSE CO.

By W. B. MORSE, Pres.

ENDORSED:

File No. 832

Filed April 29, 1930, HAL E. HOSS, Secretary of State.

#1690

30E

PR 1470

The Prineville Warehouse Company

April 25, 1930

Prineville Warehouse Company
Prineville, Oregon

Attention: Mr. M. B. Morse
Manager

Gentlemen:

Replying to your letter of the 18th instant concerning your claim against H. E. Cross, subcontractor under G. C. Johnson, to whom was awarded the contract for the grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, wish to say that final payment has not yet been made for this work. We still have a retained percentage of approximately $5600.00.

One of our requirements is that the contractor must sign a statement before final payment is made to the effect that he has paid all of the outstanding legitimate claims against the work. Final payment is not made to him unless such a statement is signed.

As stated to you previously, the bond furnished by Mr. Johnson in connection with this work is offered to you as satisfactory settlement of your claim.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

#1090

The Prineville Warehouse Company

W. B. MORSE, Manager — PHONE RED 741

Flour, Feed, Salt, Wood, Coal, Hay, Cement, Lime and Shingles
General Warehouse and Storage Business

PRINEVILLE, OREGON

April 18, 1930

Oregon State Highway Commission,
Salem, Oregon.
Gentlemen;

For your information we are enclosing itimized bill for Mdse furnighed Mr. H. E. Cross sub-contractor under G. C. Johnson,. contractor to whom the State Highway Commission awarded the contract for the grading of the Pilot Butte-Horse Ridge Section of the Central Oregon ighway, Contract No. 1090.

e filed this account with the Metropolitan Casualty Insurance Comp.ny of New York who furnished the Bond for this job. As yet we have not heard from them. We also have sent a copy of this account to the Sec. of State.

We understand final settlement will soon be made on this job and trust our claim will be taken care of at that time.

Yours truly,

THE P.INEVILLE WAREHOUSE CO.

By W. B. Morse

1090

Total - $60,649.36

Total - $5823.28

ANSWERED H. B. G.

PR.147c

Prineville, Oregon, April 18, 1930

H. E. Cross, Sub-contractor under G. C. Johnson
Pilot Butte-Horse Ridge Sec. State
Highway Contract No. 1090.

BOUGHT OF

THE PRINEVILLE WAREHOUSE COMPANY

DEALERS IN

FLOUR, FEED, SALT, WOOD, COAL AND HAY

The Merchandise charged below was sold at cash prices and is due the first of each month.
10% interest will be charged on past due accounts.

1929

			DEBIT	CREDIT	BALANCE
May	16	1020# Hay	15.30		
		5 sx Rolled Barley	11.50	26.80	
				7.35	
	20	545# Hay		60.95	
	21	6085 Hay			
	22	3925 Hay	43.15		
		1050 Rolled Barley	29.40		
		1102 Ground Meat	24.25	96.80	
				1.55	
	24	1 bale hay 140		2.15	
	28	1 " " 175			
	28	1985 Hay	36.80		
		2052 Ground Meat	42.05		
		2035 Rolled Barley	30.75	155.15	
				86. 5	
June	12	6405 Hay		5.30	
		.74			
					100.00
	18	Credit by Cash			
	21	2 sx. salt	1.70		
		6700 hay	3..90	35.60	
	22	4060 Rolled Barley	111.35		
		2198 Hay	39.05	141.30	
				30.20	
July	3	6420 Hay			
	9	3010 Hay	41.05		
		2030 Rolled Barley	54.30	95.45	
			51.30		
	15	[illegible]			
		[illegible] Hay	51.50	106.30	
				.90	
	15	1 block salt			
Aug	15	[illegible]			
				200.00	
			933.45	300.00	
			300. 0		
			633.4		

Balance due

State of Oregon, : ss
County of Crook.

I am I W. B. Morse, after being sworn say that the president of the PRINEVILLE WAREHOUSE CO. of Prineville, Oregon; that I furnished and delivered to H. E. Cross, a sub-contractor under G. C. Johnson, who holds contract with State Highway Commission of Oregon, the above merchandise as shown by the above claim which is a true and correct claim; and that no payments have been made thereon except as therein shown.

W B Morse

Subscribed and sworn to before me this 18th day of April, 1930

Pierce L. Bennier
Notary Public for Oregon

My Commission Expires May 5th 1930

PR.147-d

April 22, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate and five sets of special provisions covering the surfacing of the Pilot Butte-Horse Ridge Section, Project No. 147-d.

This work is between Station 74+73 and Station 128+00 of the original project, and also on the proposed extension of the project, extending from Station 0+00 to Station 74+73. Under separate cover we are sending five blue print copies of the plans for the proposed extension. This section we have designated as Unit No. 2 of the Pilot Butte-Horse Ridge Section.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. H. Nash/AP
Encls.

Oregon State Highway Department — Project No. 147-A

PILOT BUTTE-HORSE RIDGE SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES CO.

(Estimate with specifications. Not as basis for modified agreement.)

Salem, Oregon, April 22, 1930.

20,000 cu.yds	Run-of-bank Cinders in Surfacing	.65	$16,900.00
5,000 cu.yds	Coarse Broken Stone in Surfacing	1.70	9,520.00
1,000 cu.yds	Broken Stone Screenings in Surfacing	1.90	2,090.00
2,000 cu.yds	Run of Bank Gravel in Surfacing	.75	1,500.00
3,000 cu.yds	Earth Shoulders and Earth Cushion	.40	1,200.00
500 M-Gal.	Sprinkling	2.25	1,125.00
550 cu.yds	Earth Filler	.30	165.00
1,650 yd.mi.	Filler Haul	.20	330.00
150,000 yd.mi.	Hauling Cinders (Truck Haul).	.12	18,000.00
29,000 yd.mi.	Hauling Br. Stone and Gr. (Tr.Haul)	.15	4,350.00
	Sub-total		$55,970.00
	10% Engr. & Cont.		5,597.00
	Total		$61,567.00

Gross Length of Project (incl. Unit #2)	12.112 miles
Length of Central Oregon Canal Bridge	.011 miles
Net length of Project	12.101 miles
Net Length of Grading Project (Sta. 74+73- Sta. 638+60)	10.685 miles
Net length of Surf. Project (Sta. 0+00 - Sta. 528+00)	9.998 miles
Cost per mile, Surfacing	$11,600.40

State Funds Available	$ 23,253.86	
Federal Aid Requested	38,313.14	(62.23%)
	$ 61,567.00	

#1990
90E

PR147a

C. R JOHNSON
GENERAL CONTRACTOR

INTEGRITY ... RESPONSIBILITY

March 1, 1930

PORTLAND OREGON

C. R. Johnson, Contractor
414 Exchange Building
Portland, Oregon

Dear Sirt

This acknowledges receipt of your letter of the 29th ultimo in which you enclose assignment of C. C. Johnson of moneys due him in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, together with the consent of the surety company to this assignment.

This matter has been called to the attention of our Auditor and we shall endeavor to see that future payments are assigned in accordance with the provisions of this assignment.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

M. B. Glaisyer
Chief Clerk

#1090

PHONE BROADWAY 7464

C. R. JOHNSON

GENERAL CONTRACTOR

[redacted]
414 EXCHANGE BUILDING

SKILL INTEGRITY AND RESPONSIBILITY

PORTLAND, OREGON.

March 29th, 1930.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

I am in receipt of your returned assignment, informing me that I have used the wrong form and without the proper consent of the bonding company.

I herewith enclose your approved form with the necessary changes on behalf of the bonding company.

Trusting that this meets with your approval, and that I may have the prompt attention of the Commission, I am,

Respectfully

C. R. Johnson.

CRJ/cs

APR-1 30
EARL F. SMITH
AUDITOR

ANSWERED
H. B. C.

PR 147a

C. R. JOHNSON

March 26, 1930

Mr. C. R. Johnson
414 Exchange Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 22nd instant in which you enclose an assignment of contract and all moneys due on the contract of G. C. Johnson for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, also enclosing the consent of the Surety Company to this assignment.

In reading over the assignment we find that it is an assignment of all moneys due or to become due Mr. G. C. Johnson in connection with this contract, while the consent of the surety company covers the assignment of the contract itself. Reading over these we are unable to determine just what is desired--whether it is the assignment of the entire contract or simply moneys due Mr. G. C. Johnson in connection therewith. Please advise us concerning this. In the event that it is the intention to assign the entire contract then the form of assignment and consent of the surety is not satisfactory. The matter will have to come before the State Highway Commission and the form of assignment transferring the contract will be prepared by our attorney in the event that the Highway Commission approves of the assignment.

In the event that it is simply the moneys due Mr. G. C. Johnson that are being assigned, that is a different matter. The form, however, which you enclosed, is not satisfactory in as much as it is not our standard form of assignment. We are enclosing two copies of our form for execution on the part of Mr. G. C. Johnson to take the place of the one submitted. The consent of the surety also is not satisfactory for a simple assignment of this kind. The consent of the surety should state that the assignment is of all moneys due or to become due in connection with the performance of this contract rather than the assignment of the contract itself.

We shall be glad to take the matter under further consideration upon receipt of the above requested information from you.

Very truly yours

cc Metropolitan Casualty
Insurance Co. of N. Y.
Wilcox Building, Portland

Roy A. Klein
State Highway Engineer

HBG:S

By H. B. Glaiger
Chief Clerk

PHONE BROADWAY 7464

C. R. JOHNSON

GENERAL CONTRACTOR

[redacted]

414 EXCHANGE BUILDING

SKILL INTEGRITY AND RESPONSIBILITY

PORTLAND, OREGON.

March 22, 1930.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

Enclosed please find assignment of contract and all monies due on the contract of G. C. Johnson on the Pilot Butte Horse Ridge Section, Central Oregon Highway, Deschutes County.

Enclosed with this assignment please find the consent of the Bonding Company.

Kindly mail all remittances to the above address and oblige,

Yours truly,

C. R. JOHNSON,

Encls.
CRJ/cs

ANSWERED
H. B. G.

19261—500—9-22.

FOR THE CONSIDERATION OF ONE DOLLAR

($1.00) *Dollars, to* me *paid,* I *hereby sell, assign and transfer the within claim for* all moneys due or to become due covering estimates on my Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Deschutes Cty., Oregon contract *to* C. R. Johnson *and authorize and empower said* C. R. Johnson *to act as agent for* me *and in* my *name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon in payment of said claim, and to endorse said warrant when paid by said Treasurer.*

Witness my hand this 27th *day of* January, 1930.

Executed in the presence of us as witnesses:

G. C. Johnson

Gentlemen:

We, The Metropolitan Casualty Insurance Company of New York, as Surety, for the due performance of a contract dated the 19th day of April, 1929, between the State of Oregon and G. C. Johnson for the construction of Pilot Butte-Horse Ridge Section, of the Central Oregon Highway in Deschutes County, hereby consent to the assignment of said contract by G. C. Johnson to C. R. Johnson, and we hereby agree that our bond shall apply to and cover the due performance of the original contract as amended by said assignment.

Yours truly,

THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK.

By Douglas R. Yate
Attorney-in-Fact

J. SCOFIELD ROWE, PRESIDENT

THE METROPOLITAN CASUALTY INSURANCE CO.
OF NEW YORK

CHARTERED 1874

DOUGLAS R. TATE, MANAGER
SURETY DEPARTMENT

PORTLAND SERVICE OFFICE

WILCOX BUILDING TELEPHONE ATWATER 4137

PORTLAND, OREGON

March 22, 1930.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

We, The Metropolitan Casualty Insurance Company of New York, as Surety, for the due performance of a contract dated the 19th day of April, 1929, between the State of Oregon and G. C. Johnson for the construction of Pilot Butte-Horse Ridge Section, of the Central Oregon Highway in Deschutes County, hereby consent to the assignment of said contract by G. C. Johnson to C. R. Johnson, and we hereby agree that our bond shall apply to and cover the due performance of the original contract as amended by said assignment.

Yours truly,

THE METROPOLITAN CASUALTY INSURANCE COMPANY OF NEW YORK.

By Douglas R. Tate
Attorney-in-Fact

Assigned

#1090
98.E
PP 147a

March 19, 1930

Metropolitan Casualty Insurance Co.,
Spalding Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Prineville Hardware Company of Prineville, Oregon in which we are advised that they have a claim against H. H. Cross, a sub-contractor for George C. Johnson, to whom the State Highway Commission awarded a contract for the re-grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, being contract no. 1090.

We have informed the Prineville Hardware Company to take this matter up with you since you appear as surety on the bond furnished by Mr. Johnson in connection with this work.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc George C. Johnson
309 N. 14th St.
Portland, Ore.

March 19, 1930

The Prineville Warehouse Company
Prineville, Oregon

Attention: M. B. Morse, Manager

Gentlemen:

This acknowledges receipt of your letter of the 16th in which you advise us of your claim against H. E. Cross, sub-contractor under G. C. Johnson, to whom the State Highway Commission awarded the contract for the re-grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, State Highway contract no. 1090.

In connection with this contract the contractor furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the Metropolitan Casualty Insurance Company of New York, whose offices are in the Spalding Building, Portland, Oregon. We would suggest that you take the matter of your claim up with the bonding company. Should you secure no satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose for your further information.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
Enc.

H. B. Glaisyer
Chief Clerk

...e Warehouse Company

...MORSE, Manager — PHONE RED 741

Flour, Feed, Salt, Wood, Coal, Hay, Cement, Lime and Shingles
General Warehouse and Storage Business

PRINEVILLE, OREGON

March 16, 1930

State Hiway Commission,
Salem, Oregon.
Gentlemen;

We have a bill for feeds furnished Mr. H. E. Cross, sub contractor of Mr. G. C. Johnson who had the contract for a job on the Bend Burns Road. We have been unable to get a settlement of this bill and wish to file with the Commission for payment.

Will you please advise us if you have any certain form you wish this bill put on to file ar any other information we may need.

Yours truly,

THE PRINEVILLE WAREHOUSE CO.

W B Morse

ANSWERED
H. B. G.

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

12208

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

PR112 70 NL COLLECT=WASHINGTON DC 1 1930 MAR 1 PM 7 52

PR 147a

ROY A KLEIN=

STATE HIGHWAY DEPARTMENT SALEM ORG=

APPROVE PLAN TO SECURE CINDERS FROM NEW PIT NOT VISIBLE FROM ROAD UP BUTTE STOP URGE THAT PIT ALSO BE SELECTED INVISIBLE FROM HIGHWAY STOP THINK COUNTY WOULD COOPERATE IN ORDER TO SECURE CINDER SUPPLY PLEASE ASCERTAIN SO FAR AS POSSIBLE IF COMMUNITIES THAT OPPOSED PREFERENCE CLAUSE IN FORMER COLTON BILL WILL NOW WIRE DELEGATION THAT NEW BILL SATISFACTORY STOP EUGENE AND MOUNTVERNON OPPOSED FOREST SERVICE MAY KNOW OTHERS=

ROBERT W SAWYER.

Form No. 2292W

Klein

1930 MAR 2 AM 9 03

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 12208

...ter is in-...by a suitable ...above or preced-...ing the address.

WESTERN UNION

SIGNS
DL = Day Letter
NM = Night Message
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WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 76 Third St., Portland, Org.

1930 FEB 27 AM 4 30

CA16 78 NL COLLECT=WASHINGTON DC 26

ROY A KLEIN=C 79 1192

IMPERIAL HOTEL PORTLAND ORG=

FEAR LEST WIDENING LOWER PORTION ONLY WOULD MAKE UNFORTUNATE EFFECT AT POINT WHERE NARROWER ROAD BEGAN STOP WIDENING ROAD WOULD ALSO INCREASE HEIGHT OF CUT BANK AND TEND TO ACCENTUATE SLIDE CONDITIONS STOP HOWEVER WOULD AGREE TO LIMITED WIDENING UP TO PRESENT PIT AND TRIMING OF PIT TO IMPROVE APPEARANCE STOP THIS SHOULD HELP STOP STUART BACK TOMORROW AND EXPECT IMPORTANT CONFERENCE ON FOREST BILL BUT WHOLE BUSINESS DELAYED BECAUSE OF IMPASSE ON DOWELL BILL IN CONFERENCE=

ROBERT W SAWYER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM S-G-1 S-11214 1M 1-30

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, M[illegible]ORD
ROBERT W. [illegible]WYER, BEND

[illegible] STATE HIGHWAY [illegible]

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 147a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

February 22, 1930.

NOTED

C. O. Irrigation Company
Redmond
Oregon

Attention Mr. Geo. Kanoff. Memorandum.

Dear Sir:

In accordance with our verbal agreement, while out on the Pilot Butte-Horse Ridge section of the Central Oregon Highway, prior to the beginning of reconstruction this spring, that the 30" siphon pipe, which was originally planned to carry irrigation water across the Highway at Engineer's Station 341+92, and located also in NE 1/4 SE 1/4 Section 4, T. 18 S. R. 13 E., would not be constructed until such time as it is required for irrigation purposes.

The lateral which this siphon would become a part of, is now not being used, and prospects are that it may be some years hence before it will be used again. However, this memo will be your authority, should the occasion arise in the future, to request the State Highway Commission to make the installation as originally planned.

Yours very truly

C. W. Wanzer
Division Engineer

CWW/c

cc. Mr. Roy A. Klein

Form 39—D14454—3500—11-29

PE 147a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan 11, 1930

Job name Pilot Butte - Horse Ridge Inc.

Week from Jan 6 to Jan 11

Highway Central Oregon

Mail address Bend

County Deschutes Job prefix PE

Telegraph or telephone address "

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Pending final instruction by Dist Engr Manager Plat is not completed.

I gave the Contractor a letter to the effect, a copy of which is attached hereto.

It will be necessary to do some remeasuring of a number of rock c.y.s, but will be unable to do it until some of the snow goes off - The final estimate will therefore be somewhat delayed until that time.

I will make a study of the reservoir situation planned for the Pilot Butte Ranch (Mr Paige) and will report upon it as soon as weather conditions permit.

(See back of this sheet for instructions and detailed information.)

Signed H D Bartlett

Title Dist Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

January 9, 1930

The Metropolitan Casualty Ins. Co.
of New York
Wilcox Building
Portland, Oregon

Attn: Mr. M. L. Gilbert, Bond Dep't.

Gentlemen:

Replying to your letter of the 8th inst. concerning certain claims which have been filed in this office against G. C. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, wish to say that there has been no change in any of the claims mentioned in this letter. These are the only claims that we have record of in this office.

The total amount paid to Mr. Johnson in connection with this work up to December 10 was $30,649.36. Our retained percentage remains $5,833.28, as stated to you previously.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

#1990

J. SCOFIELD ROWE, PRESIDENT

THE METROPOLITAN CASUALTY INSURANCE CO.
OF NEW YORK

CHARTERED 1874

PORTLAND SERVICE OFFICE

WILCOX BUILDING TELEPHONE ATWATER 4137

PORTLAND, OREGON

January 8, 1930

CASUALTY INSURANCE FIDELITY & SURETY BONDS — SEMPER PROGREDIENS

MALCOLM L. GILBERT, MANAGER
SURETY DEPARTMENT

Mr. H. B. Glaisyer, Chief Clerk
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Our last information about the contract of G. C. Johnson for work on the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, indicated claims filed with you by Anderson Wing Motor Co. for $1350.00; by the Shell Oil Company for $170.94; and by Oliver Leedy for $598.50

Will you please advise of any changes in these claims and of other claims, if any, which have been filed on this job? I would also like to know if the retained percentage of $5,833.28 is still being held by you.

Yours very truly

M L Gilbert

Bond Department

ML3 FI

Total amount paid to Dec., 10th - $60,649.36

Retained Percentage is $5,833.28

ANSWERED H. B. G.

PR 147a

ROLLIN K. PAGE

ALICE M. PAGE

PAGE AND PAGE
ATTORNEYS AT LAW
LADD & BUSH BANK BLDG.
SALEM, OREGON

NOTED
State Highway Engineer

December 23rd, 1929

file
Pilot Butte-
Horse Ridge
grading

Mr. Roy A. Klein, Secretary
State Highway Commission
Salem, Oregon

Re: Pilot Butte Ranch

Dear Mr. Klein:

I have been carrying on some correspondence with the irrigation district in an effort to make my record on the supply to the borrow pit reservoir covered by our correspondence in the above matter, and I now am in receipt of a letter from the irrigation district as to a culvert under the road for the supply to the reservoir site. Incidentally I have developed from the irrigation district's point of view the points that I made to Mr. Wanzer and Mr. Hackett and wrote to you about recently to the effect that the site was useless as a reservoir. It seems to me that unless some further work is done, practically the entire consideration for our permitting the excavation on our land will be wiped out and we will have to incur a good deal more expense to not only get the water to the pit but will have to practically reconstruct the pond itself.

Forwarded to C.W.W. → I am sending you a copy of the letter, so that you will see the irrigation district's point of view. I presume it is too late apparently to do much this winter, but I do want to get the matter cleaned up as early in the spring as possible. Will you put the matter in line for a satisfactory disposition of the whole matter and advise me what your department thinks they should do about it.

Yours very truly,

Rollin K. Page

RKP/IR

(Copy sent to Mr. Wanzer.)

ALICE H. PAGE

PAGE AND PAGE
ATTORNEYS AT LAW
LADD & BUSH BANK BLDG.
SALEM, OREGON

November 29th, 1929

Mr. Roy A. Klein
Secretary, State Highway Commission
Salem, Oregon

Re: Pilot Butte Ranch

Dear Mr. Klein:

Our understanding was that I would write you about the two items of unfinished business connected with the Pilot Butte Ranch affairs, brought about in connection with the Bend to Horse Ridge section of the Bend to Burns highway.

The first item, you will remember, is the bad condition of a portion of our ranch grounds where the tenant permitted your contractor to camp. This was a pure accommodation, as I understand the matter, and the contractor left a mess of filth and tin cans, which he should be compelled to clean up. It is difficult for me to get in touch with him and I rather imagine it is fairly within the supervisory power of your commission to see that he does his work and conducts himself properly. Will you pass the matter along to Mr. Wanser or Mr. Hackett, whichever is the right place for it to go.

The other matter is in connection with the borrow pit, and as I have indicated to Mr.Hackett, it occurs to me that our understanding should be carried out as to leaving the pit in the proper condition. Very much more area has been excavated than was contemplated and the shape of the pit has been left other than as contemplated by us in our understanding for a reservoir site. I do not know at this time whether the ditch leading to this reservoir site was in place beneath the old road or not. I will have to check this up with the C. O. I. office, and if it was in place, then the same condition should prevail in connection with the new grade which is in the case. I am writing them today, and if their information is to the effect that the old road had a culvert to carry the water across the road, I will advise you. Otherwise the matter is in satisfactory shape as it is now.

Yours very truly,

RKP/IR

(Copy sent to C. H. Wanzer)

PR 147a

December 18, 1929

Metropolitan Casualty Ins. Co. of N. Y.
706 Wilcox Building
Portland, Oregon

Attention Mr. Robert K. Shimmin.

Gentlemen:

Replying to your inquiry of the 16th inst. concerning the claims on file in this office against the contract of George C. Johnson for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, wish to say that the only claims that we have knowledge of are those listed below:

Bend Iron Works - against Leedy and Davis, subcontractors, amount not stated.

Anderson Wing Motor Company - against Leedy and Davis, subcontractors. $1,350.00
for rental of equipment.

Shell Oil Company - for supplies furnished Cross and Leedy 170.94

Oliver Leedy - against Leedy and Davis, subcontractors, for labor performed in the sum of 598.80

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

J. SCOFIELD ROWE, PRESIDENT

THE METROPOLITAN CASUALTY INSURANCE CO.
OF NEW YORK

CHARTERED 1874

PORTLAND BRANCH OFFICE
706 Wilcox Building
PORTLAND, ORE.
Tel: Atwater 4137

ROBERT K. SHIMMIN
Supt. of Claims

December 16th.,
1929

Mr. H.B.Glaisyer, Chief Clerk
Oregon State Highway Commission
Salem, Oregon

Dear Sir:-

In connection with the contract of George C.Johnson for the re-grading of the Pilot Butte-Horse Ridge section of the Central Oregon Highway, State Highway Contract No. 1090, we have received the following notices of claims against H.P.Leedy, W.D.Davis and H.E.Cross, sub-contractors:

Anderson Wing Motor Co.	$ 1,350.00
Shell Oil Co.	170.94
Oliver Leedy.	598.50

Please inform us whether any other claims have been presented against this contract, and also please advise that the retained percentage will not be paid in such a manner as to premit the Metropolitan Casualty Insurance Company, as Surety, to suffer loss.

Very truly yours,

Robert K. Shimmin

ROBERT K. SHIMMIN, Supt. of Claims

RKS/ro

ANSWERED
H. B. G.

G. C. JOHNSON - CLAIMS

10-16-29 Claim of Bend Iron Works against Leedy & Davis, subs. amt. not stated.

10-28-29 Claim Anderson-Wing Motor Co. against Leedy & Davis, subs. amt. $1,350.00 for rental of equipment.

11- 1-29 Above claim of Amderson-Wing Motor Co. filed thru Secretary of State.

11-18-29 Claim Shell Oil Co amt. $170.94 against Cross & Leedy, subs. for supplies

11-29-29 Above claim of Shell Oil Co. filed thru Secretary of State.

12-11-29 Claim Oliver Leedy against Leedy & Davis, subs. amt. $598.50 for labor.

12-13-29 Above claim of Oliver Leedy filed thru Secretary of State.

#1000
4 PP

PR 147a

December 13, 1929

Metropolitan Casualty Ins. Co.
M. L. Gilbert, Agent
Porter Building
Portland, Oregon

Gentlemen:

In response to the request of the Secretary of State we are handing you herewith a copy of a notice that has been filed in his office by H. H. De Armond, Attorney for Oliver Leedy, being Mr. Leedy's notice of claim in the sum of $[illegible].50 against Mr. G. C. Johnson for labor furnished him in connection with his contract for construction work on the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

This information is furnished you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc G. C. Johnson
309 N. 14th St.
Portland, Oregon

HAL E. HOSS
Secretary of State

C. N. LAVORRION
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 11, 1929

RECEIVED
DEC 13 1929
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from H. H. De Armond, Attorney, Bend, Oregon, and filed as of this date, a notice of claim by Oliver Leedy for labor furnished in the sum of $598.50 against the bond taken from G. C. Johnson, as principal and his surety, for the work of construction of the Bend-Horse Ridge Section of the Central Oregon Highway.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired to the principal in the bond covering the contract and one to the surety.

We are also enclosing copy of letter from Mr. De Armond requesting a copy of the contract and bond.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

December 13, 1929

Mr. Hal E. Hoss
Secretary of State
Building

Attention Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 11th inst. in which you enclose three copies of a notice of the claim of Oliver Leedy against C. C. Johnson, being for labor furnished in the sum of $998.80 to Mr. Johnson in connection with his contract for construction work on the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

We are today forwarding a copy of the contractor, and one to the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

C O P Y

H. H. De ARMOND
Lawyer
Bend, Oregon

December 10, 1929

Mr. Hal E. Hoss
Secretary of State
Salem, Oregon.

Dear Mr. Hoss:

I am enclosing herewith Notice of Claim of Oliver Leedy in connection with the contract of G. C. Johnson on the Central Oregon Highway. Will you kindly furnish certified copy of the contract and bond.

Very truly yours,

H. H. De ARMOND

HHD :R
ENC

NOTICE OF CLAIM

To Hal E. Hoss
Secretary of State
Salem, Oregon

C. C. Johnson, Contractor
H. E. Cross, Sub-contractor
Leedy and Davis-Sub-contractors

Notice is hereby given that the undersigned, Oliver Leedy, has a claim for labor furnished to H. B. Leedy and W. D. Davis, co-partners doing business under the firm name and style of Leedy and Davis, sub-contractors under this above named H. E. Cross, sub-contractor under C. C. Johnson, for Five Hundred Ninety-eight and 50/100 Dollars ($598.50), against the bond taken for C. C. Johnson as principal and his bondsman as surety, whose name to this claimant unknown, for the construction of the Bend-Horse Ridge section of the Central Oregon Highway, for the work of building said highway.

That the sub-contractors Leedy and Davis completed their construction on or about November 9, 1929. This claimant furnished labor for a total of 133 days beginning May 20, 1929 and ending November 9, 1929, at the agreed price of Four and 50/100 Dollars($4.50) per day, no part of which has been paid.

That one year has not elapsed since the entering into of said contract.

That said labor was furnished by said claimant to said Leedy and Davis with the construction of said section of said highway, an itemized account of which is herewith attached and made a part of this Notice.

OLIVER LEEDY

STATE OF OREGON)
) ss
County of Deschutes)

I, Oliver Leedy, being first duly sworn, depose and say that I am the Claimant named in the foregoing Notice of Claim, that I have read the foregoing statement of account and the same is a correct statement of my claim for labor furnished to Leedy and Davis in connection with the construction of said portion of said Central Oregon Highway.

OLIVER LEEDY

Subscribed and sworn to before me this 10th day of December, 1929.

(SEAL)

H. H. DE ARMOND
Notary Public
(My commission expires Jan. 9, 1933)

November 15, 1929

To: Leedy and Davis Partners
H. E. Cross Contractor
C. C. Johnson Contractor Debtors

May 20 to November 9, 1929, both days inclusive --133 days labor @ $4.50 per day	$598.50
Signed; Oliver Leedy	

ENDORSED:
File No. 804.
Filed December 11, 1929, HAL E. HOSS, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Oliver Leedy for labor furnished in the sum of $598.50 against the bond taken from G. C. Johnson, as principal and his bondsman, as surety, for the work of construction of the Bend-Horse Ridge Section of the Central Oregon Highway, with the original notice of claim filed in the office of the Secretary of State on December 11, 1929 and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 11th day of December, A. D. 1929.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Oliver Leedy for labor furnished in the sum of $598.50 against the bond taken from G. C. Johnson, as principal and his bondsman, as surety, for the work of construction of the Bend-Horse Ridge Section of the Central Oregon Highway, with the original notice of claim filed in the office of the Secretary of State on December 11, 1929 and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 11th day of December, A. D. 1929.

Hal E Hoss

Secretary of State

#1090

9 3E

PR 147a

December 11, 1929

Metropolitan Casualty Insurance Co. of N. Y.,
H. L. Gilbert, Agent,
Spalding, Building
Portland, Oregon

Gentlemen:

This letter is to inform you, as surety on the bond furnished by George C. Johnson in connection with the contract which was awarded to him by the Highway Commission for the re-grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, that we have today received from Mr. H. H. DeArmond, Lawyer, of Bend, Oregon, notice of the claim of Oliver Leedy against Leedy and Davis, who appear to be sub-contractors under H. E. Cress, who, in turn, is a sub-contractor under Mr. Johnson in connection with the above mentioned work. This claim is in the sum of $598.50 and represents labor for a total of 133 days, beginning May 20, 1929 and ending November 8, 1929, at a rate of $4.50 per day.

Very tr[illegible] y[illegible]

[illegible]tein
[illegible]e Highway Engineer

HBG:S
cc C. C. Johnson
509 N. 14th St
Portland, Ore.

H. B. Glaisyer
Chief Clerk

December 11, 1929

Mr. H. H. De Armond
Lawyer
Bend, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 10th instant enclosing notice of the claim of Oliver Leedy against Leedy and Davis, subcontractors under H. E. Cross, who is, in turn, a subcontractor under C. C. Johnson to whom the State Highway Commission awarded contract no. 1030 for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County, the claim being in the sum of $598.50 for labor furnished said Leedy and Davis in connection with their subcontract work.

In accordance with the provisions of the Oregon Laws the State Highway Commission exacted a bond from Mr. Johnson for the protection of labor and material claims and all just debts, dues and demands incurred against this project. This bond is offered as a protection for the above claim. We would suggest that you take the matter up with the surety on this bond who, in this instance, is the Metropolitan Casualty Insurance Company of New York, for whom M. L. Gilbert is local agent, with offices in the Spalding Building, Portland. It may be possible for you to secure satisfaction of this claim by so doing.

In accordance with our usual practice in matters of this kind we are today advising Mr. Johnson and his bondsman that the above claim has been filed against his work.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

H. H. DE ARMOND
LAWYER
BEND, OREGON

#1090

December 10, 1929

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am enclosing copy of Notice of Claim of Oliver Leedy for labor furnished sub-contractors on the Central Oregon Highway. The original of this Notice has been sent to the Secretary of State.

Very truly yours,

H. H. DeArmond

HHD:R
ENC.

ANSWERED
H. B. G.

NOTICE OF CLAIM

To Hal E. Hoss
Secretary of State
Salem, Oregon

G. C. Johnson, Contractor
H. E. Cross, Sub-contractor
Leedy and Davis-Sub-contractors

Notice is hereby given that the undersigned, Oliver Leedy, has a claim for labor furnished to H. B. Leedy and W. D. Davis, co-partners doing business under the firm name and style of Leedy and Davis, sub-contractors under this above named H. E. Cross, sub-contractor under G. C. Johnson, for Five Hundred Ninety-eight and 50/100 Dollars ($598.50), against the bond taken for G. C. Johnson as principal and his bondsman as surety, whose name to this claimant unknown, for the construction of the Bend-Horse Ridge section of the Central Oregon Highway, for the work of building said highway.

That the sub-contractors Leedy and Davis completed their construction on or about November 9, 1929. This claimant furnished labor for a total of 133 days beginning May 20, 1929 and ending November 9, 1929, at the agreed price of Four and 50/100 Dollars ($4.50) per day, no part of which has been paid.

That one year has not elapsed since the entering into of said contract.

That said labor was furnished by said claimant to said Leedy and Davis with the construction of said section of said highway, an itemized account of which is herewith attached and made a part of this Notice.

Oliver Leedy

STATE OF OREGON)
) ss
County of Deschutes)

I, Oliver Leedy, being first duly sworn, depose and say that I am the Claimant named in the foregoing Notice of Claim, that I have read the foregoing statement of account and the same is a correct statement of my claim for labor furnished to Leedy and Davis in connection with the construction of said portion of said Central Oregon Highway.

Oliver Leedy

Subscribed and sworn to before me this 10th day of December, 1929.

H. H. De Armond
Notary Public
(My commission expires Jan. 9, 1933)

STATE OF OREGON
SALEM

December 3, 1929

Mr. Hal E. Hoss
Secretary of State
Building

Attention Edith Libby.

November 15, 1929

To: Leedy and Davis Partners
H. E. Cross Contractor
C. C. Johnson Contractor

Debtors

May 20 to November 9, 1929, both days inclusive--133 days labor

@ $4.50 per day $598.50

Signed: Oliver Leedy

Yours very truly,

By

M. B. Glaisyer
Chief Clerk

HBG:EF

#1090
RE

FR1470

December 3, 1929

Mr. Hal E. Hoss
Secretary of State
Building

Attention Mith Libby.

Gentlemen:

This acknowledges receipt of your letter of the 27th ultimo enclosing three copies of a notice of a notice of claim of the Shell Oil Company against George C. Johnson, being for oil products furnished Mr. Johnson and his sub-contractors in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

Copies of this notice have been forwarded to Mr. Johnson and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBC:EF

Secretary of State

C. N. Laggerios
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

November 27, 1929

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date, a notice of claim by Shell Oil Company, for gasoline, distillate and lubricating oil in the sum of $170.94 against the bond taken from Geo. C. Johnson, principal contractor, and Metropolitan Casualty Company of New York, for the work of Job. No. 1090, Pilot Butte-Horse Ridge Section of Central Oregon Highway, Earl Cross and H. B. Leedy being sub-contractors.

We are enclosing a copy of this notice for your information and filed, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L ANSWERED
H. B. G.

COPY

SHELL OIL COMPANY

PETROLEUM
PRODUCTS

Bend, Oregon
November 25th, 1929

Secretary of State,
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned Shell Oil Company has a claim for Gasoline, Distillate and Lubricating oil, in the sum of $170.94, against the bond taken from Mr. Geo. C. Johnson, principal contractor; bonding company, Metropolitan Casualty Company of New York, for the work of Job #1090, Pilot Butte Horse Ridge Section of Central Oregon Highway. Earl Cross and H. B. Leedy being sub-contractors.

Yours very truly,

SHELL OIL COMPANY

BY W. LEONARD

W

ENDORSED:
File No. 803
Filed November 27, 1929, HAL E. HOSS, Secretary of State.

December 3, 1929

Metropolitan Casualty Ins. Co. of N. Y.
M. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State, we are handing to you herewith a copy of a notice of claim that has been filed in his office by the Shell Oil Company, it being their claim against George C. Johnson and his subcontractors, Earl Cross and H. B. Leedy, for oil products furnished in the sum of $170.94, in connection with Mr. Johnson's contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:HF
cc George C. Johnson
300 N. 14th Street
Portland, Oregon

#1094

PR 1474

November 30, 1929

Great American Surety Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1094 for the construction of a bridge over the Central Oregon Canal on the Central Oregon Highway in Deschutes County has been completed by the contractor, Rudolph K. Krausse, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 10th, 1929.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid on this contract which will include the final payment will be $8,067.52. Of this amount $89.65 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claisyer,
Chief Clerk.

Dict. by J. McFarland.

#1090
9 F E
PR 147 a

November 15, 1929

Shell Oil Company
Bend, Oregon

Attention Mr. W. Leonard.

Gentlemen:

This acknowledges receipt of your letter of the 15th inst. in which you advise us of your claim in the sum of $170.96 against George C. Johnson for oil products furnished him in connection with his contract for the grading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

This information is being passed on to the contractor and the surety on his bond. We would suggest that you also take the matter up with the bonding company in the event that you can not secure satisfactory settlement of your claim otherwise. Mr. M. L. Gilbert is the agent for the Metropolitan Casualty Company of New York who wrote this bond. His address is Spalding Building, Portland, Oregon.

According to the provisions of Section 8991 of the Oregon Laws, you should file notice of your claim with the Secretary of State in order to hold the bonding company liable after the expiration of a period of one year from the date of completion of the contract.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

SHELL OIL COMPANY

November 18, 1929

The Metropolitan Casualty Co. of N. Y.
Spalding Building
Portland, Oregon

Attention Mr. M. L. Gilbert.

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Shell Oil Company advising us of their claim in the sum of $170.04 against George G. Johnson, being for oil products furnished Mr. Johnson in connection with his contract for the re-grading of the Pilot Butte-Bowne Ridge Section of the Central Oregon Highway in Deschutes County, State Highway Contract #1090.

This information is given you as you appear as surety on the bond furnished by Mr. Johnson in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
Enc.
cc Geo. C. Johnson
309 N. 14th St.
Portland, Oreg.

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Bend, Oregon
November 15th, 1929

State Highway Dept.,
Salem, Oregon

RECEIVED
NOV 16 1929
OREGON
HIGHWAY COMMISSION

Gentlemen:

Notice is hereby given that the undersigned Shell Oil Company has a claim for Gasoline, Distillate and lubricating oil, in the sum of $170.94 against the bond taken from Mr. George C. Johnson, Principal Contractor, bonding company, Metropolitan Casualty Company of N.Y., for the work of Job #1090, Pilot Butte Horse Ridge Section of Central Oregon Highway. Earl Cross and H. B. Leady being sub-contractors.

Yours very truly,

SHELL OIL COMPANY

W

BY W. Lovond

ANSWERED
H. B. G.

...ON 6-29

...S
...UXER, PORTLAND, CHAIRMAN
...S, MEDFORD
...SAWYER, RENO

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 1470

OREGON STATE HIGHWAY COMMISSION

SALEM

November 1, 1929

IN REPLY PLEASE
REFER TO FILE NO.

Mrs. George C. Johnson
309 E. 14th St.
Portland, Oregon

Dear Sir:

We enclose herewith certified copy of the claim of the Anderson-Wing Motor Company against Leedy and Davis, subcontractors under you in connection with your contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway. This claim was filed in the office of the Secretary of State on October 28, 1929. Please give the same your attention.

Very truly yours

Roy A. Klein
State Highway Engineer

By H. B. Glaisyer
H. B. Glaisyer
Chief Clerk

s
Enc
cc Leedy and Davis
Bend, Oregon

#1090
9PE

#1473a

November 1, 1929

Mr. George C. Johnson
809 N. 14th St.
Portland, Oregon

Dear Sir:

We enclose herewith certified copy of the claim of the Anderson-Wing Motor Company against Leedy and Davis, subcontractors under you in connection with your contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway. This claim was filed in the office of the Secretary of State on October 28, 1929. Please give the same your attention.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

2
Enc
cc Leedy and Davis
Bend, Oregon

November 1, 1928

Metropolitan Casualty Insurance Co. of N. Y.
M. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This is to inform you that we have today received information from the office of the Secretary of State to the effect that claim has been filed by the Anderson-King Motor Company against Leedy and Davis, subcontractors under George C. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

We have been furnished with an extra copy of this claim and have been requested by the Secretary of State to forward this to you as you appear as surety on the bond furnished by Mr. Johnson in connection with this work.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

S
Enc

cc Mr. George C. Johnson

November 1, 1928

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention: Edith Libby

Dear Sirs

This acknowledges receipt of your letter of the 31st ultimo in which you enclose three certified copies of the claim of the Anderson-Wing Motor Company against Leedy and Davis, subcontractors under George C. Johnson in connection with his contract for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Cleiayer
Chief Clerk

HBC:S

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

NOV 1

October 31, 1929

State Highway Commission,
Capitol Building, Salem.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from N. G. Wallace, Attorney at Law, Bend, Oregon, and filed as of this date, a notice of claim by Anderson-Wing Motor Company, a partnership, for rental furnished in the sum of $1,350.00, together with interest thereon at 6% per annum from the 25th of October, 1929, against H. B. Leedy and W. D. Davis, a partnership; H. Earl Cross, George C. Johnson and Metropolitan Casualty Company of New York, for construction of that certain Highway Project known as Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County, Contract No. 1090.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

HAL E. HOSS,

Secretary of State.

ANSWERED
H. B. G.

By Edith Libby

L

NOTICE OF CLAIM.

TO: HAL E. HOSS, SECRETARY OF STATE:
TO THE OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON: GEORGE C. JOHNSON, PORTLAND, OREGON: METROPOLITAN CAUSALTY COMPANY OF NEW YORK, M. L. GILBERT, AGENT, PORTLAND, OREGON: H. EARL CROSS, PRINEVILLE, OREGON and H. B. LEEDY AND W. D. DAVIS, A PARTNERSHIP, BEND, OREGON.

NOTICE is hereby given that the undersigned Anderson-Wing Motor Company, a partnership, Bend, Oregon, have a claim in the sum of $1350, together with interest thereon at the rate of 6% per annum from the 25th day of October, 1929 against H. B. Leedy and W. D. Davis, a partnership, H. Earl Cross, George C. Johnson and Metropolitan Causalty Company of New York, surety for George C. Johnson, for material, equipment and supplies furnished and rendered by said claimants in the grading and construction of that certain highway project known as Pilot Butte Horse Ridge Section of Central Oregon Highway, same being a certain Highway within Deschutes County, Oregon, contract for the construction of which was entered into on April 19th, 1929, by and between the State Highway Commission of Oregon and George C. Johnson, contractor, which said contract is No. 1090.

The said claim is for materials and grading equipment furnished and supplied H. B. Leedy and W. D. Davis, partners, H. Earl Cross and George C. Johnson in the construction and grading of said Pilot Butte Horse Ridge Section of Central Oregon Highway in Deschutes County, Oregon; that the balance due said claimants as above mentioned is the sum of $1350, together with interest as herein set forth, no part of which has been paid, and that the said sum is due, owing and unpaid to these claimants

That the particulars of said claim as above set forth is the rental of Fordson Tractor, equipped with hoist and Track Layer, the same being used and operated in the construction of said Highway continuously from the 21st day of June, 1929 to and including October 24th, 1929, a total of 108 days of the reasonable rental value of $12.50 per day, or a total of $1350.

IN WITNESS WHEREOF, the said claimants have hereunto set their hands and seals this 25th day of October, 1929.

ANDERSON-WING MOTOR COMPANY
a partnership

BY E. R. WING
Partner

STATE OF OREGON)
) ss
County of Deschutes.)

E. R. Wing, being first duly sworn, deposes and says that he is one of the partners above named; that the above statement and claim is a just and true charge against the Highway construction therein designated and that no part of the same has been paid, and that the amount therein charged was for the benefit of said principal, said sureties, the Oregon State Highway Commission, George C. Johnson, H. Earl Cross and H. B. Leedy and W.D. Davis, a partnership, as particularly set forth therein.

E. R. WING

(SEAL)

Subscribed and sworn to before me this 25th day of October, 1929.

.. G. WALLACE
Notary Public for Oregon.
My Commission expires Oct. 12, 1931

ENDORSED:
File No. 797
Filed October 28, 1929, HAL E. HOSS, Secretary of State.

NOLICE OF CIVIL

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by the Anderson-Wing Motor Company, a partnership, for rental furnished in the sum of $1,350.00, together with interest thereon at 6% per annum from the 25th of October, 1929, against H. B. Leedy and W. D. Davis, a partnership; H. Earl Cross, George C. Johnson and Metropolitan Casualty Company of New York, for construction of that certain highway project known as Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County, Contract No. 1090, with the original notice of claim filed in the office of the Secretary of State on October 28, 1929 and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by the Anderson-Wing Motor Company, a partnership, for rental furnished in the sum of $1,350.00, together with interest thereon at 6% per annum from the 25th of October, 1929, against H. B. Leedy and W. D. Davis, a partnership; H. Earl Cross, George C. Johnson and Metropolitan Casualty Company of New York, for construction of that certain highway project known as Pilot Butte-Horse Ridge Section of Central Oregon Highway in Deschutes County, Contract No. 1090, with the original notice of claim filed in the office of the Secretary of State on October 28, 1929 and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 28th day of October, A. D. 1929.

Hal E Hoss

Secretary of State

#1090
9PE

PR:470-

October 29, 1929

Metropolitan Casualty Insurance Company of N. Y.
M. L. Gilbert, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received notice from the Andersen-Ring Motor Company of Bend, Oregon, of their claim in the sum of $1550.00 against Leedy and Davis, subcontractors under George C. Johnson in connection with the contract awarded to him by the State Highway Commission for the construction of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County. This information is given you as you appear as surety on the bond furnished by Mr. Johnson in connection with this work.

We note that a copy of this notice has also been sent to you, which copy will inform you as to the details of the claim.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

cc George C. Johnson
509 N. 14th St.
Portland, Oregon

NOTICE OF CLAIM.

TO:HAL E. HOSS, SECRETARY OF STATE:
TO THE OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON; GEORGE C. JOHNSON, PORTLAND, OREGON: METROPOLITAN CAUSALTY COMPANY OF NEW YORK, M. L. GILBERT , AGENT, PORTLAND,OREGON: H. EARL CROSS, PRINEVILLE, OREGON and H. B. LEEDY AND W. D. DAVIS, A PARTNERSHIP, BEND, OREGON:

NOTICE is hereby given that the undersigned Anderson-Wing Motor Company, a partnership, Bend, Oregon, have a claim in the sum of $1350, together with interest thereon at the rate of 6% per annum from the 25th day of October, 1929 against H. B. Leedy and W. D. Davis, a partnership, H. Earl Cross, George C. Johnson and Metropolitan Causalty Company of New York, surety for George C. Johnson, for material, equipment and supplies furnished and rendered by said claimants in the grading and construction of that certain highway project known as Pilot Butte Horse Ridge Section of Central Oregon Highway, same being a certain Highway within Deschutes County, Oregon, contract for the construction of which was entered into on April 19th, 1929, by and between the State Highway Commission of Oregon and George C. Johnson, contractor, which said contract is No. 1090.

The said claim is for materials and grading equipment furnished and supplied H. B. Leedy and W. D. Davis, partners, H. Earl Cross and George C. Johnson in the construction and grading of said Pilot Butte Horse Ridge Section of Central Oregon Highway in Deschutes County, Oregon; that the balance due said claimants as above mentioned is the sum of $1350, together with interest as herein set forth, no part of which has been paid, and that the said sum is due, owing and unpaid to these claimants.

That the particulars of said claim as above set forth is the rental of Fordson Tractor, equipped with hoist and Track Layer, the same being used and operated in the construction of said Highway continuously from the 21st day of June, 1929 to and including October 24th, 1929, a total of 108 days of the reasonable rental value of $12.50 per day, or a total of $1350.

IN WITNESS WHEREOF, the said claimants have hereunto set their hands and seals this 25th day of October, 1929.

ANDERSON-WING MOTOR COMPANY,
a partnership,

BY E. R. Wing
Partner.

STATE OF OREGON,)
) ss
County of Deschutes.)

E. R. Wing, being first duly sworn, deposes and says that he is one of the partners above named; that the above statement and claim is a just and true charge against the Highway construction therein designated and that no part of the same has been paid, and that the amount therein charged was for the benefit of said principal, said sureties, the Oregon State Highway Commission, George C. Johnson, H. Earl Cross and H.B. Leedy and W. D. Davis, a partnership, as particularly set forth therein.

E. R. Wing

Subscribed and sworn to before me this 25th day of October, 1929.

N. S. Wallace
Notary Public for Oregon.
My Commission expires Oct.12,1931.

ANSWERED
H. B. G.

#1090
9PE

PR 147a

October 16, 1929

Bend Iron Works
Bend, Oregon

Attention: C. J. Dugan

Gentlemen:

We have your letter of the 14th instant with further reference to your claim against Leedy & Davis, whom you now state have subcontract work under H. E. Cross who, in turn, has subcontract work under George C. Johnson, to whom the State Highway Commission awarded the contract for the regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, State Highway contract 1090.

In connection with this contract Mr. Johnson was required to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond, which is in the sum of $50,000.00, was written by the Metropolitan Casualty Insurance Company of New York, for whom M. L. Gilbert is the local agent, with offices in the Spalding Building, Portland.

The above mentioned bond is offered to you as protection for settlement of your claim. We would suggest that you take the matter up with Mr. Johnson and if you can not secure satisfaction by so doing then file your claim with the surety company. To further protect you it might be well to file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours,

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S
Enc

BEND IRON WORKS

FOUNDERS, MACHINISTS, PATTERN MAKERS, BLACKSMITHS

GRAY IRON, BRASS, BRONZE AND SEMI-STEEL CASTINGS
ELECTRIC AND ACETYLENE WELDING

BEND, OREGON

Oct. 14, 1929

Ore. State Highway Com.
Salem, Oregon

Att: [illegible]

Gentlemen:

We are in receipt of your letter of Oct. 9, in which you state that you are about to record [illegible] service performed by us, work for the State Highway Commission.

We have investigated the matter and find that we are working on the first ten miles of the Bend Burns road. The original contract is held by Johnson Construction Co. and subcontracted the [illegible] Cross and Smith subcontracted to Todd & Davis.

May we have your wishes in regard to this matter?

Very truly yours,

Bend Iron Works

By C J Dugan

CJDugan:.

#1090

STENCIL NO. 124

FR147a

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P.147-A

Post Office Building
Portland, Oregon.

Oct. 9, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

A4pr 5746

Form P. R. 2

State Oregon

Project No. 147, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1928, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 17th day of April 1929, and approved by the Secretary on the 21st day of September, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of fifty-six thousand, two hundred six and 40/100

dollars ($ 56,206.40) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid ... roadway and for the bridge of more than 20 ft. clear ... agreement are, respectively, as follows: Roadway, ... Federal Aid $63,340.48; and bridge, approved estimate ... $6,966.72.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 74+73.0 in the S.W.¼ of Sec. 35, T.17 S., R.12 E., W.M., and survey station 639+60 in the N.E. ¼ of Sec. 36, T.18 S., R.13 E., W.M., _____ terminal points, a distance of 10.695 miles, known locally as the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Federal Aid Route No. 21 between Bend and Burns, Deschutes County, being Section A of Oregon Federal Aid Project No. 147, consisting of 10.685 miles of roadway and one bridge of more than 20 ft. clear span 0.010 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

NW 22 6 626 1 Jul

* Strike out if not appropriate.

8—4318

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ---------- (Include amount, date, and citation of Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $85,584.70, Federal Aid $53,240.68; one bridge, approved estimate $4,765.75, Federal Aid $2,965.72.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty-six thousand, two hundred six and 40/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety thousand, three hundred twenty and 45/100 dollars, the approved total estimated cost of Section A of said project.

8—5518

Department in the manner herein set forth, to wit: ----------
(Include reference to statute authorizing)

*(b) By the ---------- (The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ----------
(Include reference to statute authorizing)

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ---------- upon which the duty of such maintenance is placed by the laws of said State.

7

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ----------

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ---------- (State or county) of ---------- (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ----------

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Resolution of August 7, 1917, Chap. 237, Laws of 1917.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

9—5518

W 6 628I

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

_____

*(b) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 21st day of September, 1927.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman State Highway Commission
(Title of officer)

By C. E. Gates
Member State Highway Commission
(Title of officer)

[SEAL] By Robert W. Sawyer
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL] R. W. Newell
Acting Secretary of Agriculture.

8—5518

STRICKEN ONLY

Form P-R. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 74+73.0 in the S.W.¼ of Sec. 35, T.17 S., R.12 E., W.M., and survey station 639+60 in the N.E.¼ of Sec.36, T.18 S., R.13 E., W.M.,

locally known as the Pilot Butte-Horse Ridge Section of the Central Oregon Highway, Federal Aid Route No. 21 between Bend and Burns, Deschutes County,

Section A of

and designated in the records of this Department as Project No. 147, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $90,320.45

Section A of

as the total estimated cost of said project, and the sum of $56,206.40 as the share of the United

Section A of authorized Federal pro rata share

States, payable under said acts on account of such project, which does not exceed the ~~percent~~ of said total estimated cost.

Done at the city of Washington, this 21st day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans

Acting *Secretary of Agriculture.*

WRA

GOVERNMENT PRINTING OFFICE 8—4820

PR147-A

September 20, 1928.

Mr. K. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

With reference to your inquiry of September 18, we wish to advise that the date of beginning work on the Cottrell Oregon Canal Bridge, project No. 147-A, was July 1st.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict by J. W. Nash/AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

September 13th, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We again refer to the dates of beginning work on Oregon Federal Aid Projects Nos. 144-A, Bridges (Unit 2), and 147-A, Roadway and Bridges (Units 1 and 2). Your letter of September 16th covers the date of beginning of the grading section of Project No. 144-A, but does not differentiate between the bridges and grading on Project No. 147-A. For the purpose of our report it is necessary that we know the date on which the contractor on each unit began work. Would you kindly advise us further in this matter?

Very truly yours,

W. H. Lynch
District Engineer,

By L. J. Caufield.
L. J. Caufield.

PR 147a

August 1, 1928

Mr. Rudolf K. Krause,
Box 206,
North Powder, Oregon.

Dear Sir:

We hand to you herewith, for your records and files, an executed copy of the contract that was recently awarded to you by the State Highway Commission, covering the construction of the bridge over the Central Oregon Canal on the Central Oregon Highway in Deschutes County.

By way of explanation will say that we were in error. This copy of the contract was mailed to the Great American Indemnity Company who appear as surety on the bond furnished by you in connection with this contract. We have just received this copy of the contract from the surety company in today's mail and are forwarding it to you for your records and files.

We regret that this error was made and trust that you have not been inconvenienced by not having received it sooner.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

cc Mr. Reeves
Bridge Department

SP 147-A

July 19, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

Please refer to your letter of July 9th in regard to the Pilot Butte-Horse Ridge Project (Federal Aid Project No. 147-A).

We are informed by our Bridge Department that the fillet detail referred to in your letter is a detail of design that is involved in several federal aid structures and that the matter of its use is now under discussion with your Bridge Department. Whatever decision is reached will apply under this project as well as under other projects involved.

The statements in the last paragraph of your letter are correct, and it does appear that there is some excess of quantities in the project estimate. Unless you have some objection, we would prefer, however, to allow the estimate to stand as it is.

The copies of the project agreement which were inclosed with your letter will be returned as soon as the signatures of the highway commissioners have been obtained.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1.

IN YOUR REPLY PLEASE
REFER TO FILE NO.-----

POST OFFICE BUILDING.
PORTLAND, OREG.

July 6, 1929.

Mr. R. A. Klein
State Highway Engineer,
Salem, Ore.

Dear Sir:

Enclosed are three copies of proposed project agreement for Oregon Federal Aid Project 147-A for signature and return to this office.

It has been suggested that a fillet be placed between the end cross beam (Beam B) and the deck slab on the approach at Station 382.

We note that the plans show a total of 129,000 cubic yards of common excavation, which is divided in the agreement estimate into 40,000 cu. yds. common excavation, and 89,000 cu. yds. common embankment. Inasmuch as the plan quantities contain a 15% allowance for shrinkage, and the Special Provisions specify that only neat section, with no allowance for shrinkage, will be measured in computing common embankment, it appears that the agreement estimate includes some quantities not required.

Very truly yours,

W. H. LYNCH
District Engineer.

PR 147a

June 1, 1928.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate on basis for project agreement covering the Pilot Butte-Horse Ridge Section, Project 147-A.

This estimate has been revised to include the Central Oregon Canal Bridge, and is to be substituted for the one forwarded April 27.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. Nash/AP

Encl.

Oregon State Highway Department — Project No. 147-A.

PILOT BUTTE-HORSE RIDGE SECTION OF THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, May 29, 1929.

Roadway:

All Required	Clearing and Grubbing			$ 3,000.00
40,000 cu.yds	Common Excavation		.38	15,200.00
80,000 cu.yds	Common Embankment		.28	24,000.00
22,500 cu.yds	Solid Rock Excavation		1.29	29,025.00
20,000 yd.stn.	Overhaul		.07	1,400.00
60 lin.ft	12" Concrete Culvert Pipe		1.45	87.00
40 lin.ft	18" " " "		2.00	80.00
90 lin.ft	24" " " "		3.50	315.00
170 lin.ft	30" " " "		4.00	680.00
36 lin.ft	36" " " "		5.00	180.00
35 lin.ft	18" " Siphon Pipe		3.00	105.00
30 lin.ft	30" " " "		6.00	180.00
15 cu.yds	Class "A" Concrete		27.00	405.00
100 cu.yds	Class "B" Concrete		22.00	2,200.00
		Sub-total		$77,777.00
		10% Engr. & Cont.		7,777.70
		Total (Roadway)		$85,554.70

Central Oregon Canal Bridge:

33 cu.yds	Excavation	10.00	$ 330.00
5 cu.yds	Excavation below plans	2.00	10.00
39 cu.yds	Class "A" Concrete	30.00	1,170.00
37 cu.yds	Class "D" Concrete	28.00	1,036.00
15,300 lbs	Metal Reinforcement	.0875	1,006.50
120 lin.ft	Concrete Handrail	5.00	600.00
All Required	Removal Old Bridge and Maintain Traffic		100.00
	Sub-total		$ 4,332.50
	10% Engr. & Cont.		433.25
	Total (Bridge		$ 4,765.75

Gross Length of Project (Including structure)	10.695 miles
Length of Central Oregon Canal Bridge	.010 miles
Net length of project (Excluding structure)	10.685 miles
Cost per mile (including structure)	$ 8,448.10
Cost per mile (excluding structure)	$ 8,006.99

SUMMARY

ITEM	FEDERAL AID	STATE FUNDS	TOTAL
Roadway	$53,340.68 (62.23%)	$ 32,514.02	$ 85,854.70
Structure	2,965.72 (62.23%)	1,800.03	4,765.75
	$ 56,306.40	$ 34,114.05	$ 90,620.45

PR 147-A

May 20th, 1930

Mr. Geo. O. Johnson,
309 N. 16th St.,
Portland, Oregon.

Dear Sir:

Enclosed herewith please find contract $1980 which was awarded to you by the State Highway Commission on April 19th, 1930, covering 10.70 miles regrading of the Pilot Butte-Horse Ridge Section of the Central Oregon Highway in Deschutes County.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Gleisner
Chief Clerk

JB
cms

PR-147A

May 22, 1939.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate which is to accompany plans covering the Central Oregon Canal Bridge, Project 165-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer.

Dict by J. W. Nash/LP
Encls.

Oregon State Highway Department — Project No. 147-A

CENTRAL OREGON CANAL BRIDGE ON THE PILOT BUTTE-HORSE RIDGE SECTION OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, May 22, 1928.

53 cu.yds	Excavation	$ 2.00	$ 106.00
5 cu.yds	Excavation below plans	5.00	25.00
39 cu.yds	Class "A" Concrete	23.00	897.00
37 cu.yds	Class "D" Concrete	24.00	888.00
15,800 lbs	Metal Reinforcement	.06½	869.00
120 lin.ft	Concrete Handrail	5.00	600.00
All Required	Remove old bridge and maintain traffic		500.00
	Sub-total		$ 3,884.00
	10% Engr. & Cont.		388.40
	Total		$ 4,272.40

Length of Structure 54 ft. = .010 miles

Cost per mile $427,240.00

Federal Aid Requested	$ 2,658.71
State Funds Available	1,613.69
	$ 4,272.40

Form No. 10—33202—6M—8-23

OREGON STATE HIGHWAY DEPARTMENT

PR 147a

FIELD ENGINEER'S WEEKLY REPORT

NOTED

State Highway Engineer

Job Name Pilot Butte - Horse Ridge 3rd

Highway Central Oregon

County Deschutes Job Prefix 9PE

Date May 13, 1929

Week from May 6 to 11th

Mail Address Bend

Telegraph or Telephone Address "

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor Johnson started Clearing, beginning at the East end of the project. He is using a 60 Cat pulling & burning the Jungle two. He began operation on May 5th - Has made very good progress -

Johnson admits to me that he has sublet out all except miles 7, 8, & 9. A small team outfit has been grading on mile 2 -

Owing to the fact that 2 miles of my notices has not been cleared up - a section of about 2000 feet of Fence clearing was passed by. The Fences (Down) from Station to Station, but as the contractor will not be held back, or retarded, it will not cause serious trouble. This section will be cleared when the equip is moved back. Expect to have the P&E notices cleared up this coming week.

(See back of this sheet for instructions and detailed information.)

Signed W. H. Blackett

Title Resident Engineer

cc C. W. Wanser
R. A. Klein ✓

FORM S-G-1 S-11814 1M 1-58

COMMISSIONERS

ROY A. KLEIN

GRADING CONSTRUCTION

Total miles of grading on project 10.69

Miles completed 0

Miles completed except finishing 0

Miles covered by contractor's forces 2

Miles cross-sectioned 1

Miles cross-sections completed and checked 0

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week 15 men,

4 teams, 1 Tractor steam shovels

Grading work will be completed about

ROCK OR GRAVEL SURFACING

Total miles surfacing on project

Miles completed

Miles partially done

Average daily yardage placed this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Surfacing will be completed about

Number men in Engineering Party

SURVEYS

Total mileage at section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project

Miles paving completed

Average daily sq. yds. this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Percentage of total required yardage now in place

Job will be completed about

Number men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job Percentage

Other jobs Percentage

Other jobs Percentage

Other jobs Percentage

FORM S-G-1 S-11214 1M 1-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

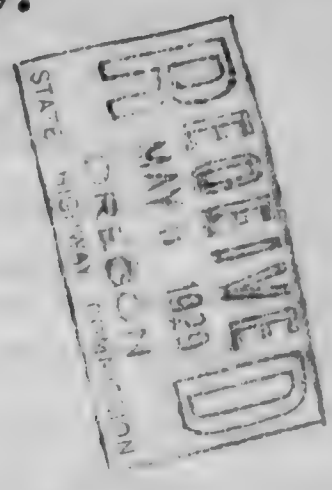
PRIVATE

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

May 8th, 1929.



Mr. O. O. Johnson, Contractor
Pilot Butte-Horse Ridge Section
309 N. 14th St. Portland, Oregon
#10 Morton St., Bend, Oregon

Dear Sir:

In looking over your clearing operations yesterday, I find that you are pulling out the large juniper trees with a tractor and hauling them out on each side of the right of way leaving them in most instances from 50 to 75 feet from the centerline. I was informed by your foreman, Mr. Smith, that the owner of the land adjacent to the highway right of way had requested that they be hauled out on his land and left so that he could work them up into wood, which arrangement will be satisfactory to the state, only under the following conditions.

1st-A written statement from the owner of the property requesting that the trees be left on his property must be sent to this office for our record and information.
2nd-All trees hauled out shall be taken far enough from the center line that they will not be noticeable or unsightly from the highway. As you know large trees pulled out of the ground have a very unsightly appearance and unless the roots, stumps, etc are burned will certainly detract from the appearance of the finished work. Even though the owner of the adjacent property agrees to cut them up into wood, it is doubtful if he will go to the trouble of disposing of the debris, etc. which, unless it is disposed of, will leave an unsightly mess which will not be acceptable to the state.

It will therefore be necessary before the work is accepted for you to go back over the section in question and either haul these trees further out or otherwise dispose of them.

Very truly yours,

H. N. Hackett
Resident Engineer

HNH:I
cc C. W. Wanzer
R. A. Klein

Form No. 89—22202—6M—8-28

OREGON STATE HIGHWAY DEPARTMENT

PR 147a

FIELD ENGINEER'S WEEKLY REPORT

Date May 4-, 1927

Job Name Pilot Butte - Horse Ridge Section

Week from ~~June~~ 4/29 to 5/4

Highway Central Oregon

Mail Address Bend

County Deschutes Job Prefix PPE

Telegraph or Telephone Address —

Express and Freight Address —

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The Contractors, G.G. Johnson and Al Smith arrived Sunday PM - I had a talk with them regarding their prospective operations. The advised that it was their intentions to put the entire job if possible and that they that they had made arrangements to put the last 6 miles to me early. However during the week nothing has been done toward definite arrangements. I had the crew start staking R/W beginning at the far end, and extending back 3 miles - Flag and now setting slope stakes on that section. Put an extra man - Elmer Smith on party as stake cutter @ 90¢ - hire 7th.

The weather has been unsettled, snow & rain during the week.

(See back of this sheet for instructions and detailed information.)

Signed H.W. Hazlett

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

E60

PR 147-A

April 29, 1939.

Bureau of Public Roads
Box 3900
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Pilot Butte-Bend Ridge Section, Project 147-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Frobert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 167-A

PILOT BUTTE-HORSE RIDGE SECTION OF THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices.)

Salem, Oregon, April 27, 1922.

All Required	Clearing and Grubbing		$ 3,000.00
40,000 cu.yds	Common Excavation	.38	15,200.00
80,000 cu.yds	Common Embankment	.28	24,920.00
22,500 cu.yds	Solid Rock Excavation	1.28	28,025.00
20,000 yd.sta.	Overhaul	.07	1,400.00
60 lin.ft	12" Concrete Culvert Pipe	1.45	87.00
40 lin.ft	18" Concrete Culvert Pipe	2.00	80.00
90 lin.ft	24" Concrete Culvert Pipe	3.50	315.00
170 lin.ft	30" Concrete Culvert Pipe	4.00	680.00
36 lin.ft	36" Concrete Culvert Pipe	5.00	180.00
35 lin.ft	18" Concrete Siphon Pipe	3.00	105.00
30 lin.ft	30" Concrete Siphon Pipe	6.00	180.00
15 cu.yds	Class "A" Concrete	27.00	405.00
100 cu.yds	Class "B" Concrete	22.00	2,200.00
		Sub-total	$ 77,777.00
		10% Engr. & Cont.	7,777.70
		Total	$ 85,554.70

Length of Project 10.035 miles
Cost per Mile $7,999.89

State Funds Available $ 32,314.02
Federal Aid Requested 53,240.68 (62.23%)

$ 85,554.70

State Funds for construction - Chap. 178, Laws 1917; Chap. 31, 1920 Laws
State funds for maintenance - Res. Aug. 17, 1917; Chap. 257, Laws 1917.

Form No. 39—22292—6M—8-28

PR 147a
NOTED
State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 27, 1929

Job Name Pilot Butte-Horse Ridge

Week from ... to Apr 27

Highway Central Oregon

Mail Address Bend.

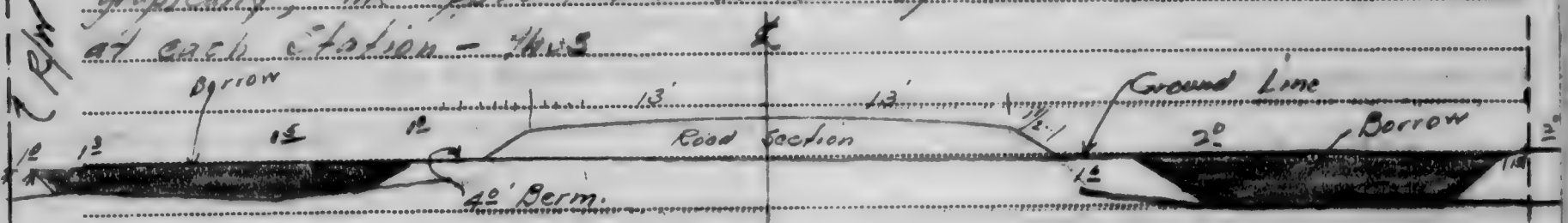
County Deschutes Job Prefix 9PF

Telegraph or Telephone Address

Express and Freight Address Same

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

After completing the data for the small line revisions prior to letting of Contract on this section, the crew - Gabbill, Thompson & Rice have been making Soundings for Borrow - taking from 3 to 5 soundings on each side of each Station - The available common material along the line is pretty thin the soundings indicate an average from 1½ to 1⅝ deep - It will be necessary to acquire additional width R/W in a number of places - I have plotted a diagram showing graphically, the approximate amount of borrow materials available at each station - thus



The Crew will continue on these soundings until we have the complete data - We are also taking some soundings where ever it appears that Common exists within a reasonable distance from the L. Soundings have been completed from Sta 74+73 to 508+00

(See back of this sheet for instructions and detailed information.)

Signed H M Hewitt

Title Resident Engineer

PR 1467-A

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR 147-A

April 15, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate with plans covering the Pilot Butte-Horse Ridge Section, Oregon Project No. 147-A.

Under separate cover we are today sending two blue print sets of plans and one set of original cross-sections. The other three sets of blue print plans will be mailed to you within the next day or so.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 167-A.

PILOT BUTTE-HORSE RIDGE SECTION OF THE CENTRAL OREGON HIGHWAY

IN DESCHUTES COUNTY

(Estimate with Plans. Not as Basis for Project Agreement.)

Salem, Oregon, April 15, 1928.

All Required	Clearing and Grubbing		$ 3,200.00
40,000 cu.yds	Common Excavation	.25	10,000.00
89,000 cu.yds	Common Embankment	.25	22,250.00
22,000 cu.yds	Solid Rock Excavation	1.25	27,125.00
4,000 yd.sta	Overhaul	.05	200.00
60 lin.ft	12" Concrete Culvert Pipe	1.50	90.00
40 lin.ft	18" Concrete Culvert Pipe	2.50	100.00
90 lin.ft	24" Concrete Culvert Pipe	3.50	315.00
170 lin.ft	30" Concrete Culvert Pipe	5.00	850.00
36 lin.ft	36" Concrete Culvert Pipe	7.50	270.00
36 lin.ft	18" Concrete Siphon Pipe	3.00	105.00
30 lin.ft	30" Concrete Siphon Pipe	5.50	165.00
15 cu.yds	Class "A" Concrete	35.00	525.00
100 cu.yds	Class "B" Concrete	30.00	3,000.00
		Sub-total	$ 69,325.00
		10% Engr. & Cont.	6,932.50
			$ 76,257.50

Length of Project 10.695 miles

Cost per mile $7,130.20

State Funds Available	$ 28,802.46	
Federal Aid Requested	47,455.04	(62.23%)
	$ 76,257.50	

FORM S-S-1 C-5527 500 9-28

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GA[illegible]S, MEDFORD
ROBERT W. SAWYER, BEND

Practices

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
316 OREGON BUILDING
SALEM

April 8, 1929

PR 147a

NOTED
State Highway Engineer

File Copy
Put for Copy
[illegible]

Mr. C. W. Wanser, Div. Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:-

I am sending you herewith elevational sketches of two alternate designs for the crossing of Central Oregon Canal; the one contemplating a single 30' span and the other contemplating two 27' spans. The 30' span will cost around $3000.00, while the two 27s will cost in the neighborhood of $4300.00, making a difference of over a thousand dollars.

I feel quite sure that the 30' span will carry the water without an undue back water head. We can not, of course, compute the back water head due to channel constriction without knowing the discharge of the stream, the slope of the ditch and the present mean velocity. However, assuming that the mean velocity thru the larger opening would not amount to more than 4' per second, the constriction caused by shortening this opening from two 27' spans to one 30' span would cause a back water head of about 8". This back water, of course, would run up the stream some distance and finally intersect the stream gradient so that the condition would be local and in view of the fact that the spoil banks are several feet above the present water line, I can't see that this back water would cause any particular damage. The above calculations do not take into account the possibility that the increased current velocities would deepen the channel and thus automatically provice more waterway, which I am sure would happen. This channel deepening would, of course, cut down the back water head, so that instead of having 8", we would probably have not much over half that. Of course, all of the above assumptions are based on a 4' mean velocity. If the present velocity is materially greater than this, the back water will roughly increase as the square of the mean velocity. If there was any particular objection in reference to shortening this span, we might artificially deepen the channel altho, as above stated, I do not believe this is necessary, as I believe the channel will automatically decrease to a point of adjustment.

This looks like a good opportunity to save a thousand dollars and I am wondering if the matter could not be taken up with the canal company, carefully explained to them and their permission secured to build the shorter span. If there is any difficulty about it, we can go into the hydraulics of the matter a little more fully and figure out exactly what the back water head will be and also what will be the amount of increased channel velocity. We would have to have

4-8-29
Mr. Wanser: -2-

more data in regard to the second feet discharge, the slope of the canal and the character of the cross-section before we could figure this out accurately and I don't believe it is necessary because the thing looks pretty clear cut on its face.

I would be very glad if you would take this matter up and see if we can secure the necessary permission.

Very truly yours,

C.B.McCullough

Bridge Engineer.

CBMcC:P
CC - R.A.Klein.

RK 1474

April 4-29

Revised-

DIVISION ENGINEER'S ESTIMATE OF COST

UNIT No. 1-PILOT BUTTE-HORSE RIDGE SECTION.

Clearing & Grubbing	66.40	Acres @ $50.00	$ 3320.00
Common Exc.	129000	Cu. Yds @ 0.25	32250.00
Solid Rock Exc.	22500	" " @ 1.25	28125.00
Overhaul	4600	Sta. " @ .05	230.00
12" Culvert Pipe	80	Lin. Ft.@ 1.50	120.00
18" " "	90	Lin. Ft.@ 2.50	225.00
24" " "	40	" " @ 3.50	140.00
30" " "	160	" " @ 5.00	800.00
36" " "	36	" " @ 7.50	270.00
Class A. Conc.	35.65	Cu. Yd @ 35.00	1254.75
Class C. "	82	" " @ 25.00	2050.00
			68754.75
Plus 10% Eng. & Incidentals			6875.25
			$75630.00

FORM S-G-1 C-10699 1000 11-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATE, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 147a

PR # 147-A

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

March 20th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention S. H. Probert.

Dear Sir:

Enclosed herewith please find data in more or less detail covering the proposed reconstruction of the six large culverts on the Pilot Butte-Horse Ridge Section which I have prepared from a resurvey and inspection of each site. You will please note that there is quite considerable difference in the layouts, as now submitted, from that given on the location profiles, the reason for which I am unable to advise. In most instances the diameter of the pipes and the existing lengths were not correctly shown on the profile. Also it has been necessary in most instances to raise the grade to provide ample clearance and cushion above the pipes. This data is given on each individual sheet so that the profile grade can be corrected to conform.

Attached to this data, also please find an outline or scheme giving the details of reconstruction of these culverts which I trust is self explanatory. The quantities of concrete which I have shown are to be considered as approximate only and for use in the preparing of the quantities for the proposal. On construction, there doubtless will be some minor changes made but which will effect the quantities only slightly.

In checking over the culvert at Station 305 + 82 I found that the location profile (and doubtless the cross section, estimates, etc.) was in error, the levelman having computed his elevations from the wrong H. I.

To correct the profile and cross sections, the following changes should be made:

sta.	305	Elev.	89.0-O.K.
	+ 45		98.0
	+ 55		94.6
	+ 82		91.8
	+ 90		91.8
306	+ 00		94.4
307	+ 00		91.0
308	+ 00		88.4 - O. K.

This will necessarily effect the quantities and they should be changed if possible before the job is awarded, ~~if possible.~~

Bridge Layout

I am also sending you under separate cover the sketch map and profile of the proposed crossing of the C. O. I. Canal which I have prepared from notes taken by my field crew. I do not have any standard forms for reporting on the layout as a whole and if you have any such form, similar to that outlined in McCullough's technical Bulletin #55, I will be glad to supply the information required therein.

The scheme or plan as outlined herein for the porposed reconstruction of the culverts is submitted for your consideration and approval and if you find them unsuited, in your estimation for this project, I believe that there is sufficient data given at each place from which to make up a new layout.

Yours very truly,

H. N. Hackett

H. N. Hackett
Resident Engineer

HNH:I
cc C. W. Wanzer
Enc.

CONTRACT # 1091, 1119,

PR 143-A Lakeview-California Line, Unit # 3 1929-1931

1091.1119

OS

#1119
19PH-1

PP 143-a

STATE INDUSTRIAL ACCIDENT COMMISSION

CHAS. T. EARLY
A. R. HUNTER
ARTHUR W. LAWRENCE
COMMISSIONERS

WORKMEN'S COMPENSATION LAW

SALEM, OREGON

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
REFER TO FILE: 28311

May 5, 1931.

Oregon State Highway Commission
B U I L D I N G

Gentlemen: - Attention: H. B. Glaisyer. -

We are glad to be able to advise you that the Hartford Accident and Indemnity Company have now paid L. F. Ireton's indebtedness in the amount of $1318.01 in connection with his contract with your Commission on the Lakeview-California Line Section of the Fremont Highway, Contract #1119.

Very truly yours

James McClelland

JAMES McCLELLAND

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

JMc:vk

cc to J. H. Van Tassel

NOTED
H. B. GLAISYER

RECEIVED
MAY 6 1931
OREGON
STATE HIGHWAY COMMISSION

pp143c.

April 29, 1931

Mr. J. H. Van Tassel, Surety Claims Attorney
Hartford, Accident and Indemnity Company
720 California Street
San Francisco, California

Dear Sir:

Reply is made to your letter of the 27th instant regarding the endorsement of the warrant in favor of L. F. Ireton, Hartford Accident and Indemnity Company, Assignee. The signature of Mr. Ireton is not necessary on this warrant. Simply endorse it as the name appears on the face of the warrant and it will be honored by the State Treasurer.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

JAS L.D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER.

CHAS. E. CHASE
CHAIRMAN BOARD OF DIRECTORS.

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

JOY LICHTENSTEIN
VICE-PRESIDENT

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

April 27, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Bond 855104 - S.F. 1835
Principal: L. F. IRETON
Obligee: STATE OF OREGON
- - - - - - - -

Under date of April 24 you forwarded us your warrant #R-31086. This was in favor of "L. F. Ireton + Hartford Accident and Indemnity Company, Assignee". We are endorsing this warrant showing that we are assignee for L. F. Ireton and are not securing the signature of L. F. Ireton. I wish you would advise me by return mail whether or not the warrant will be cashed if endorsed in this way.

Yours very truly,

J. H. Van Tassel Jr.

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:C

ANSWERED
H. B.

PR 143a

April 22, 1931.

Mrs. L. F. Ireton,
Tapinitia, Oregon.

Lakeview - California 2 in

Dear Sirs

Reference is made to your letter of April 18th, in which you ask for an explanation of what you refer to as a deduction in excavation quantities and as the elimination of overhaul on excavated materials.

The fact that the excavation quantities shown on the final estimate were less than those shown on the previous estimate is the result of the correction of errors in the preliminary computations of quantities.

The elimination of the overhaul quantities which were shown on the previous estimate was made necessary by the fact that when the final quantities were checked it was found that no overhaul had been performed.

As is stated in your contract, the quantities shown on monthly and semi-final estimates are approximate only and are subject to correction in the final estimate.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

SALEM

April 14, 1931

IN REPLY PLEASE
REFER TO FILE No.

L. F. Ireton
Wapinitia, Oregon.

Dear Sir:

This acknowledges receipt of your signed final voucher for $3484.44 on contract 1110, together with your letter stating that you desire to assign the amount and also inquiring concerning two items on the estimate.

I am herewith forwarding, in duplicate, our regular assignment form required in all cases of assignment of state claims, requesting that you sign the same before two witnesses. We also require the written consent of the surety but as it is being assigned to the surety they may use their own discretion on this matter.

The other items in your letter will be handled by the office engineering department.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Office.
cc S. H. Probert, Office.

OREGON STATE HIGHWAY

L. F. IRETON
GENERAL CONTRACTOR

Wapinitia, Oregon, April 12, 1931.

Orggon State Highway Commission,
Salem, Oregon.

Gentlemen,

I am returning herewith, for payment, voucher covering the final estimate for my work on the Lakeview-California Section on the Freemont Highway in Lake County. I wash to advise that this amount is being assighed to the Hartford Accident & Indemnity Company, San Francisco, California.

Will you kindly give me anexplanationfor the deduction in Excavation Single Clasification and the elimination of the Overhall on Excavated Materials.

Yours very truly,

L. F. Ireton.

Per C. O. Ireton

APR 14 1931

FORM E-A-1 E-10674 4000 11-30

COMMISSIONERS
H. E. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

9-PH-1 · #1119

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

PR 1436

OREGON STATE HIGHWAY COMMISSION

SALEM
April 14, 1931

IN REPLY PLEASE
REFER TO FILE NO.

L. F. Ireton
Wapinitia, Oregon.

Dear Sir:

This acknowledges receipt of your signed final voucher for $454.44 on contract 1119, together with your letter stating that you desire to assign the amount and also inquiring concerning two items on the estimate.

I am herewith forwarding, in duplicate, our regular assignment form required in all cases of assignment of state claims, requesting that you sign the same before two witnesses. We also require the written consent of the surety but as it is being assigned to the surety they may use their own discretion on this matter.

The other items in your letter will be handled by the office engineering department.

Yours respectfully

ROY A. KLEIN,
State Highway Engineer

By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer, Office.
cc S. H. Probert, Office.

PF 143

March 16, 1931

J. H. Van Tassel
Surety Claims Attorney
Hartford Accident and Indemnity Co.
720 California St.
San Francisco, California

Dear Sir:

Reference is made to your letter of the 6th instant concerning final payment to Mr. L. F. Ireton in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County, State Highway Contract no. 1119.

Our records show that there is now due and payable to Mr. Ireton for this work as final payment the sum of $3,454.44. A voucher in this amount was sent to Mr. Ireton on September 17, 1931 for his acceptance. It has not yet been returned to this office. We have not been advised as to his reasons for not accepting this voucher.

On January 24, 1931 we received a letter from Mr. Iregon in which he requested that we pay the claims of the Shell Oil Company and the State Industrial Accident Commission direct from this office. We wrote Mr. Ireton on January 27th, sending you a copy of our letter, that we could not pay these claims direct in the manner in which he requested and we suggested that he assign the balance due him to the surety and that the surety company make proper distribution to the creditors. We enclosed a form of assignment for Mr. Ireton's convenience but have heard nothing further from him. The amount of the final payment is $370.31 less than the amount of the two above mentioned claims.

We know of no way by which payment can be made direct to you except by written order from Mr. Ireton. However, pending receipt of further advice, we shall endeavor to comply with your request and see that final payment is not disbursed until satis-

factory arrangements have been made to take care of the two above mentioned accounts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

18.01 — Acc Co
2506.77 — Shell Oil
3824.78 — Ctfd
3454.44 — final acct 76.17
370.31

J. H. VAN TASSEL, ATTORNEY

KEARNEY
GENERAL MANAGER

CHAS E. CHASE
CHAIRMAN BOARD OF DIRECTORS

ecident and
Company

CALIFORNIA STREET
CALIFORNIA

ENSTEIN
VICE-PRESIDENT

March 6, 1931.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Bond 855104 - S.F. 1835
Principal: L. F. IRETON
Obligee: STATE OF OREGON
- - - - - - - - - - - -

It is my understanding that you have a balance due Mr. L. F. Ireton in connection with his contract #1119, Lakeview, California Line Section Road for $3454.44. There is a balance due the Shell Oil Company and the Industrial Accident Commission of the State. Has Mr. Ireton instructed you to turn this amount to us for distribution? If he does not take active steps to do this, is there any way in which you can turn it to us without his order? I trust you will see that it is not disbursed except in payment of these two accounts.

Yours very truly,

J. H. Van Tassel

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:Q

cc Mr. L. F. Ireton
" Mr. Lowell Miller.

ANSWERED
H. B. C.

H BISSELL
PRESIDENT

JAS L P KEARNEY
V-P PRESIDENT AND GENERAL MANAGER

CHAS E CHASE
CHAIRMAN BOARD OF DIRECTORS

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA
JOY LICHTENSTEIN
VICE-PRESIDENT

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

March 6, 1931.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Bond 855104 - S.F. 1835
Principal: L. F. IRETON
Obligee: STATE OF OREGON
- - - - - - - - - - - -

It is my understanding that you have a balance due Mr. L. F. Ireton in connection with his contract #1119, Lakeview, California Line Section Road for $3454.44. There is a balance due the Shell Oil Company and the Industrial Accident Commission of the State. Has Mr. Ireton instructed you to turn this amount to us for distribution? If he does not take active steps to do this, is there any way in which you can turn it to us without his order? I trust you will see that it is not disbursed except in payment of these two accounts.

Yours very truly,

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:Q

cc Mr. L. F. Ireton
" Mr. Lowell Miller.

ANSWERED
H. B. G.

PR 1430

March 16, 1931

Mr. L. F. Ireton
Klamath Falls, Oregon

Dear Sir:

We write you inquiring concerning final payment covering the contract awarded to you by the Highway Commission for the construction of the Lakeview-California Line Section of the Fremont Highway.

In accordance with your letter of January 23, 1931, in which you requested the Highway Commission to pay the claim of the Shell Oil Company andthat of the Industrial Accident Commission direct we informed you in our reply that we could not do that without your assignment. For your convenience we sent you a blank assignment form but this has not been returned; neither has the voucher been returned which was sent to you on February 17.

We would like to know what your intentions are in this matter and whether the suggestions offered in our letter--- that is, to assign the payment to the surety company for distribution---meets with your approval. Will you please advise?

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

FORM S-G-1 P-60988 1000 8-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIH
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PR 143a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

Lakeview-Cal. line
Surfacing.

March 14, 1931.

Mr. R. H. Baldock,
Assistant State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made in your letter of February 24th in regard to the high cost of sprinkling the macadam on the Lakeview-Calif. section of the Fremont highway.

The reason for the rather high charge was due mostly to the scarcity of water during the summer which made it necessary for us to haul as far as five miles, and also for the reason that the equipment we had assigned to us was not of the best.

We tried to secure better trucks but it seemed that all of the water tanks mounted on Liberty's were in use then and we were compelled to use the old Army F.W.D's and an old Standard, both of which were worn out before the job started. We realized at the time that the cost of operating these trucks was high but it was about the best we could do.

I think you will realize that there are very few jobs where the haul is as long as it was on this job.

Yours very truly,

K. D. Lytle,
Ass't Division Engineer.

KDL/M

Roy A. Klein

REFERRED TO
[illegible]
By State Highway Engineer

Stay

PRT43a

Lakeview - Cal. Line
Surfacing

OREGON STATE HIGHWAY COMMISSION

Salem, March 12, 1931.

Mr. L. F. Ireton,
Maupin, Oregon.

Mr. Roy A. Klein.

Dear Sir:

In reply to your letter of March 6th to Mr. B. J. Crowley, regarding an apparent shortage of 5,000 yard miles of haul on the final estimate. I am enclosing herewith a letter from

Referring to semi-final estimate on line 25, there is an item of 8,091.5 yard miles of filler haul which inadvertently has been placed in the broken stone haul column, thus making the total yard miles of broken stone haul in error by this amount.

On the final estimate, this discrepancy was corrected, which accounts for the apparent difference of 5,000 yard miles of haul.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. McCallister/ER.

cc to B. J. Crowley, Lakeview, Oregon.

Statement showing final computation was sent to Ireton with this letter. Staff

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

XXXXXFMXX

Lakeview, Oregon,
March 10, 1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am enclosing herewith a letter from L.F.Ireton, contractor on the Lakeview-Calif.line section of the Fremont Highway and a copy of my reply to same.

Very truly yours

B J Crowley

B.J.Crowley, Res. Engineer.

L. F. IRETON
McMinnville, Oregon

L. F. IRETON
GENERAL CONTRACTOR

Maupin, Oregon, March 6, 1931.

Mr. B. J. Crowley, Resident Engineer,
Lakeview, Oregon.
Dear Sir,

I am asking that you advise me the distances used in figureing the mile haul on the stock pile material. The Salem office cut me short 4957.4 yard mile on this haul and I am wondering where the difference comes in. In the semi-final estimate they used 38846.6 yd. mi. and Mr, Martin says he turned in only 34051.8 yd. mi. and yet there was an increase of nearly 1800 yards in the pile measurement. I am at a loss to know how there could be an error of 5000 yard milesin firureing the haul.

Awaiting your early reply, I am,

Yours truly,

L. F. Ireton

Per L. F. Ireton

XXXXXXX
Lakeview, Oregon.
March 10, 1931.

Lakeview-Calif.Line Sec
Fremont Highway.
197E-1 Cont.# 1119.

Mr. L. F. Ireton,
Maupin, Oregon.

Dear Sir:

I am in receipt of your letter of March 6th, in which you make inquiry regarding the Salem office of the Oregon State Highway Department cutting off 8000 Cu. Yd. Mi. of haul on stock piled materials.

In replyal wish to say that we have no record of any such deduction. Our records show that on the semi-final estimate of October 20th, 1930, there was a total of 24,051.8 Cu. Yd. Mi. haul on both the Estimate sheet and the Quantity Summary Sheet of that date. In no place on our records, can we find the 32,344.8 Cu. Yd. Mi. haul on stock piled materials, which you sayt the Salem office used on that particular estimate. The records here, show that 3,576.8 Cu. Yd. Mi. of trunk haul, pile measure was due you on this estimate. During the final checking of the books and records, and stock pile measurements it was found that you had been paid for 165.84 Cu. Yd. Mi. haul on stock piled materials, more than the actual measurements called for. This was deducted from the actual number of Cu. Yd. Mi. haul on the stock piled materials.

When your brother, O. W. Ireton, was here last week, he was advised to get in touch with the Salem office as they have a record of all materials hauled and stock piled as well as a chart showing the distances used in calculating the haul.

Yours truly,

B. J. Crowley,
Res. Engineer.

cc Salem Office

B-A-4 B-10641 2000 B-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

17 1430

NOTED

State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

SALEM

February
24th
1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Assistant Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

I call your attention to the extremely high charge for sprinkling during the construction of the macadam on the Lakeview - California Line section of the Fremont Highway in Lake County, contract held by L. F. Ireton.

Your records show a charge of approximately $8550 for sprinkling which amounts to $550 per mile or 20¢ per cubic yard. The average cost of such work is approximately half of this expenditure and I would appreciate your investigation of the reasons for this excessive charge and the submission of a report relative thereto.

Yours truly,

R H Baldock

R. H. Baldock
Assistant State Highway Engineer

RHB/er

R. A. Klein

C. W. Wanzer

#111
19PH-1
PR143a

February 9, 1931

Hartford Accident & Indemnity Company
Oregon Service Office
287 Washington Street
Portland, Oregon

Attention: Mr. Lowell Miller

Gentlemen:

Receipt is acknowledged of your letter of February 6th concerning claims against L. F. Iregon in connection with his contract #1119 for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County.

Please be advised that according to our records we have been advised of claims of the Shell Oil Company in the amount of $2503.74 and the Industrial Accident Commission in the sum of $1319.01. We have been advised that the other claims against this contract have been settled. The total amount paid to date on this contract is $93,529.43. The retained percentage is $3,454.44.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:W

Oil Co. amt. $2,506.74

Industerial Acct. Co.. Amt. $1,318.01.

CHAS E. CHASE
CHAIRMAN BOARD OF DIRECTORS.

nt and
npany
STREET

PORTLAND, OREGON

February 6, 1931

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Highway Contract Bond #855104 - L.F.Ireton
State Contract #119 - Lakeview-California Line
Section of Fremont Highway.

We are endeavoring to make settlement of all proper claims against Mr. Ireton's job which is more particularly described above. At this time it is pertinent that we know the total of the claims which have been filed against this job and which remain unsatisfied at this time and that we also know the total of retained percentage and final estimate due Mr. Iretion.

Will you kindly advise in this regard.

Yours very truly,

Lowell Miller,
Surety Special Agent.

M/n

Pd to date - $ 93,329.43
Retained - #3,454.44

JAS L.D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER.

CHAS E. CHASE
CHAIRMAN BOARD OF DIRECTORS.

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT. 720 CALIFORNIA STREET
SAN FRANCISCO. CALIFORNIA

JOY LICHTENSTEIN
VICE-PRESIDENT

OREGON SERVICE OFFICE
267 WASHINGTON STREET
FIDELITY AND SURETY DEPARTMENT
LOWELL M. MILLER, SPECIAL AGENT

PORTLAND, OREGON

February 6, 1931

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Highway Contract Bond #855104 - L.F.Ireton
State Contract #119 - Lakeview-California Line
Section of Fremont Highway.

We are endeavoring to make settlement of all proper claims against Mr. Ireton's job which is more particularly described above. At this time it is pertinent that we know the total of the claims which have been filed against this job and which remain unsatisfied at this time and that we also know the total of retained percentage and final estimate due Mr. Iretion.

Will you kindly advise in this regard.

Yours very truly,

Lowell Miller

~~Lowell~~ Miller,
Surety Special Agent.

M/n

Pd to date - $ 93,329.43
Retained - #3,454.44

+1119
19PH-1
PR148E

February 7, 1951

Hartford Accident & Indemnity Company
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim of the State Industrial Accident Commission against L. F. Ireton for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $1518.61, in connection with the construction of the Lakeview-California Line Section of the Fremont Highway, contract No. 1119.

This information is given you as you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW
Inc.

cc L. F. Ireton
Klamath Falls, Oregon

Hartford Accident & Indemnity Co.
1120 Spalding Building
Portland, Oregon

February 7, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of February 4th in which you inclose three certified copies of the claim of the State Industrial Accident Commission for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $1518.01 against L. F. Ireton in connection with the construction of the Lakeview-California Line Section of the Fremont Highway, contract No. 1119.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 4, 1931

S tate Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by State Industrial Accident Commission for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $1318.01 against the bond taken from L. F. Ireton, principal, and Hartford Accident & Indemnity Company, surety, in connection with the construction of the Lakeview-California Line Section of the Fremont Highway, contract No. 1119.

We are enclosing herewith for your information and files a certified copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

STATE INDUSTRIAL ACCIDENT COMMISSION
-Workmen's Compensation Law-

W. H. Fitzgerald
E. E. Bragg
Sam Laughlin
Commissioners

SALEM, OREGON

Refer to File: 28511

February 3, 1931.

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

As provided by Section 2981, Oregon Laws, as amended by Chapter 156, General Laws of 1929, we wish to serve the following notice:

To State of Oregon:

Notice is hereby given that the State Industrial Accident Commission has a claim for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $1318.01 against the bond taken from L. F. Ireton as principal and Hartford Accident and Indemnity Company of Hartford, Connecticut, as surety, in connection with L. F. Ireton's contract #1119 with the Oregon State Highway Commission, which contract is otherwise designated as the Lakeview-Calfironia Line Section of the Fremont Highway in Lake County.

STATE INDUSTRIAL ACCIDENT COMMISSION

By W. H. FITZGERALD
Commissioner.

JMc:vk

Endorsed: File No. 894
Filed February 4, 1931
HAL E. HOSS
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by State Industrial Accident Commission for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $1318.01 against the bond taken from L. F. Ireton, principal, and Hartford Accident and Indemnity Company, surety, in connection with the construction of the Lakeview-California Line Section of the Fremont Highway in Lake County, contract No. 1119, with the original notice of claim filed in the office of the Secretary of State on February 4, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 5th day of February, A. D. 19 31.

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by State Industrial Accident Commission for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $1318.01 against the bond taken from L. F. Ireton, principal, and Hartford Accident and Indemnity Company, surety, in connection with the construction of the Lakeview-California Line Section of the Fremont Highway in Lake County, contract No. 1119, with the original notice of claim filed in the office of the Secretary of State on February 4, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 5th day of February, A. D. 19 31.

Hal E. Hoss

Secretary of State

#1119
14PH-1

PR143a

February 5, 1951

State Industrial Accident Commission
B u i l d i n g

Attention: James McClelland
Attorney

Gentlemen: Reference your file 28311

This acknowledged receipt of your letter of the 3rd instant inclosing a copy of the notice of your claim in the sum of $1518.01 against L. F. Ireton covering unpaid contributions for protection under the Oregon Workmen's Compensation Law.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBO:W

February 5, 1951

Hartford Accident & Indemnity Company
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

This letter is to inform you as surety on the bond furnished by L. F. Ireton in connection with the contract awarded to him by the State Highway Commission for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County, that we have today received information from the State Industrial Accident Commission to the effect that Mr. Ireton is indebted to them in the sum of $1518.01 for unpaid contributions covering protection under the Oregon Workmen's Compensation Law.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HEG:W

cc L. F. Ireton
Klamath Falls, Oregon

Hartford Accident & Indemnity Co.
1120 Spalding Building
Portland, Oregon

STATE INDUSTRIAL ACCIDENT COMMISSION

W. H. FITZGERALD
E. E. BRAGG
SAM LAUGHLIN
COMMISSIONERS

— WORKMEN'S COMPENSATION LAW —

SALEM, OREGON

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
REFER TO FILE: 28311

February 5, 1931.

Oregon State Highway Commission
Salem
Oregon

Gentlemen: - Attention: H. B. Glaisyer. -

We are enclosing herewith a copy of a notice filed with the Secretary of State in connection with L. F. Ireton's contract #1119 with your Commission.

This notice is filed at the suggestion of the Bonding Company.

Very truly yours

James McClelland

JAMES McCLELLAND

Attorney for
STATE INDUSTRIAL ACCIDENT COMMISSION

JMc:vk
Enc.

ANSWERED - H. B. G.

OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

28311

February 3, 1931.

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

As provided by Section 2991, Oregon Laws, as amended by Chapter 136, General Laws of 1929, we wish to serve the following notice:

COPY

To State of Oregon:

Notice is hereby given that the State Industrial Accident Commission has a claim for unpaid contributions covering protection under the Workmen's Compensation Law in the sum of $118.01 against the bond taken from L. F. Ireton as principal and Hartford Accident and Indemnity Company of Hartford, Connecticut, as surety, in connection with L. F. Ireton's contract #1119 with the Oregon State Highway Commission, which contract is otherwise designated as the Lakeview-California Line Section of the Fremont Highway in Lake County.

STATE INDUSTRIAL ACCIDENT COMMISSION

By W. H. Fitzgerald
Commissioner.

JMc:vk

FORM S-A-1 S-10476 4000 12-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. B. GLAISYER
SECRETARY

PR 1430

OREGON STATE HIGHWAY COMMISSION

XX~~SALEM~~XX

Lakeview, Oregon,
Jan.30, 1931.

IN REPLY PLEASE REFER TO FILE NO.

AttentionMr. Probert.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Replying to yours of Jany. 28, 1931, re charge against Contractor Ireton for use of No.1 Leader on contract #1119.

This equipment was used on rescreening material and should be charged for as follows:-

Aug. 8, 6 hours; Aug 9, 6 hours and Aug.10 4 hours, a total of 16 hours @ 1.50. ---- $24.00

The Loader during this period was charged to 19MP-503.

Very truly yours,

B.J.Crowley

B.J.Crowley, Resident Engineer.

c c to Mr. Wanzer, Bend.

1-31-31

#1[illegible]

PR1430

January 29, 1931

Hartford Accident & Indemnity Company
Jewett Burton & Leavy Agents

Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter from the California Public Service Company in which they advise of settlement of their claim against L. F. Ireton in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Dict. by J. McFarland/W

Inc.

cc L. F. Ireton
Box 336, Klamath Falls, Oregon

January 29, 1931

California Public Service Company
210 Fitzpatrick Building
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of January 28th advising that your claim against L. F. Ireton for electric service had been settled in full.

We thank you for this information.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

Dict. by J.McFarland/W

SERVICE COMPANY
ICK BUILDING
, OREGON

uary 28, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to our original letter of November 28, and your reply of the 29th in connection with Mr. Ireton's electric service account, please be advised that this payment has been taken care of by the assignment to us of a Klamath County Market Road Warrant, which assignment took place January 8, 1931.

We have been asked by Mr. Ireton to advise you of this transaction in connection with the satisfaction of a certain surety bond under contract #1119.

Very truly yours

E. A. LEHMAN
Ass't. Sec.-Treas.

EAL:wl
cc:Mr. Ireton

CALIFORNIA PUBLIC SERVICE COMPANY
210 FITZPATRICK BUILDING
PORTLAND, OREGON

January 28, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Referring to our original letter of November 28, and your reply of the 29th in connection with Mr. Ireton's electric service account, please be advised that this payment has been taken care of by the assignment to us of a Klamath County Market Road Warrant, which assignment took place January 8, 1931.

We have been asked by Mr. Ireton to advise you of this transaction in connection with the satisfaction of a certain surety bond under contract #1119.

Very truly yours

E. A. LEHMAN
Ass't. Sec.-Treas.

EAL:wl
cc:Mr. Ireton

#1119
19PH-1
PR143a

L. F. IRETON
McMinnville, Oregon

L. F. IRETON

January 27, 1931

Mr. L. F. Ireton
Klamath Falls, Oregon

Dear Sir:

We have your letter of the 23rd instant requesting the cancellation of your order to mail future payments due you to the First National Bank at McMinnville and directing that certain payments be made by the Highway Commission direct to the Shell Oil Company and to the State Industrial Accident Commission, with the balance remaining to be paid to the First National Bank at McMinnville.

We regret to inform you that payments can not be made by this department as you request. Should we attempt to make a payment direct it would necessitate the splitting of an estimate voucher, which is contrary to the policy and practice of the department and also contrary to the requirements of the Secretary of State.

We believe that a better way to handle this would be to assign future payments to the surety company and let this company make the proper division and distribution of the moneys accruing under the contract. We shall be pleased to honor assignments of this kind if it meets with your approval and the approval of the bonding company. For your convenience we are enclosing in this letter a form of assignment which meets with the approval of the Secretary of State and which will be honored by him. We would suggest that the assignment be made for all moneys now due or to become due you in connection with this particular contract. If it is made for any specific amount the amount specified must be the exact amount of the particular voucher that is being paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HRG:S

cc Mr. J. H. Van Tassel
c/o Hartford Accident & Indemnity Co.
720 California St.
San Francisco, Cal.

L. F. IRETON
GENERAL CONTRACTOR

Klamath Falls, Oregon, Jan. 23, 1931.

State Highway Commission,

Salem, Oregon.

Gentlemen; Attention Mr. H. B. Glaisyer.

I am asking the Shell Oil Company to forward to your office their release to the Bonding Company covering the amount of their claim against me in the amount of $2506.74 now on file with your office. I have also asked the State Industrial Accident Commission to file their claim, accompanied by releases to the Bonding Company, in the amount of $1405.28.

I herewith cancel my order to the First National Bank of McMinnville pertaining to my final estimate on my Lakeview-California Line Section of the Fremont Highway work. The following arrangements have been made with them- the above claims to be paid from your office upon proper execution of releases to the Bonding Coampany and the balance to be paid to the bank. This method of settlement is at the request of Mr. J. H. Van Tassel of the Hartford Accident and Indemnity Company, San Francisco.

I wish to further state that all the stop notices, with the exception of the Shell Oil Company, have been settled in full. Will you kindly advise the claims that have not been withdrawn.

Yours very truly,

L. F. Ireton

Per C. W. Ireton

ANSWERED H. B. G.

RECEIVED JAN 24 1931 STATE OF OREGON HIGHWAY COMMISSION

#1119
Inc
PR 143a

January 26, 1951

Hartford Accident & Indemnity Co.
Jewett, Barton & Leavy, Agents
Lumbe Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter from the Consolidated Stage Company in which they advise that their claim against L. F. Ireton had been settled in full.

Very truly yours

STATE HIGHWAY COMMISSION

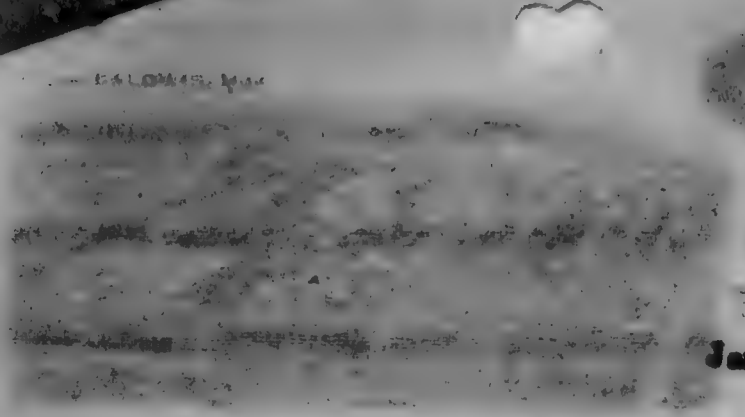
By

Secretary

Dict. by J. McFarland/W

Enc.

cc. L. F. Ireton
Box 386
Klamath Falls, Oregon



January 28, 1961

Consolidated Stage Company, Inc.

Lakeview, Oregon

Gentlemen:

Receipt is acknowledged of your letter of January 23rd in which you advise that your claim in the amount of $512.30 against L. F. Ireton had been settled in full.

We thank you for this information.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

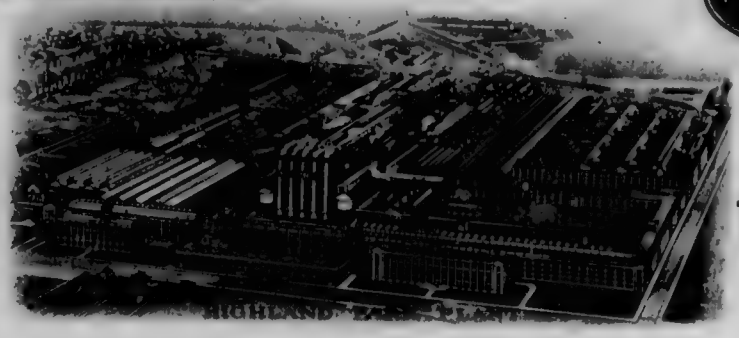
Dict. by J. McFarland/W

#1119

F. ZIM BALDWIN, Mgr.

Ford

CARS
TRUCKS
TRACTORS



CONSOLIDATED STAGE CO., Inc.
LAKEVIEW, OREGON

Jan. 23, 1931.

OREGON STATE HIGHWAT COMMISSION,
SALEM, OREGON.

Gentlemen: Pleased be advised that Mr. L. F. Ireton has paid and satisfied our claim against him of $312.30 and we have accordingly balanced and closed the account.

Yours truly,

CONSOLIDATED STAGE CO.,

G. C. Hatton

#1119
19PH-1
FR 143 Q

January 12, 1931

Lakeview Building Material Company,
Lakeview, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of January 10th advising that your claim against L. F. Ireton, contractor, had been settled in full.

We thank you for the above information.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Gleiseyer,
Secretary.

Dict. by J. McFarland.

cc to L. F. Ireton, Box #336, Klamath Falls.
cc to Jewett, Barton & Leavy, Lewis Bldg., Portland.

LAKEVIEW BUILDING MATERIAL CO.
INCORPORATED

"MATERIAL FOR BETTER HOMES"

LAKEVIEW, OREGON

Jan 10th.,1931

Oregon State Highway Commission.,
Salem,Oregon.

Gentlemen:-

Attention Mr. Glaisyer,

Your letter 5th., concerning the account which Mr. L.F.Ireton owed us in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County.

Mr. Ireton was just in and settled this account in full- therefore we have no claim against him for any material furnished.

Thanks very much for your interest in the matter.

Yours very truly,

Lakeview Building Material Co.,Inc.,

By

#1119
19-PH-1
PR143a

W. D. MILLER CONSTRUCTION CO.

KLAMATH FALLS, OREGON

January 10, 1931

Hartford Accident & Indemnity Company
Jewett, Bartom & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Enclosed herewith please find copy of a letter that we have today received from the W. D. Miller Construction Company in which they advise that their claim against Mr. L. F. Ireton in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County has been paid.

This information is being given you as you appear as surety on the bond furnished by Mr. Ireton in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

S Secretary
Enc.

cc Mr. L. F. Ireton

cc Hartford Accident & Indemnity Co.
1120 Spalding Building
Portland, Oregon

1119

PHONE 78

TRUCKS FOR HAULING

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

DEALERS IN

CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS
LIME, PLASTER, METAL LATH, ROOFING MATERIAL AND EXPLOSIVES

KLAMATH FALLS, OREGON

PW 143a

January 8, 1930.

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen:

This is to advise that we have today received check from Mr. L. F. Ireton in payment of our claim against him for explosives for the construction of Freemont Highway in Lake County Lakeview-California Line Section.

Any claim against him for explosives, rental, etc. against this work is with-drawn.

Yours respectfully,

W. D. MILLER CONSTR. CO.

By F. R. Hamblet

FRH/AP

Hartford [illegible]

1120 Spalding Bldg

January 9, 1931

Mr. L. F. Ireton
Klamath Falls, Oregon

FR 143A

Dear Sir:

Replying to your letter of the 7th instant enquiring concerning the amount of money due you on final estimate for your contract for the construction of the Lakeview-California Line Section of the Fremont Highway wish to say that, according to our records, we are holding as retained percentage $2,799.38. The final figures have not been closely checked and we are unable to inform you as to the exact amount due for work accomplished since the last estimate, but a rough check of this indicates that the amount will be approximately $1,450.00, making a total of $4,249.88.

We can not state definitely but believe that the final voucher will be mailed to you for acceptance within the next week or 10 days.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

cc Mr. J. H. Van Tassel,
Surety Claims Attorney,
Hartford Accident & Indemnity Co.
720 California St.
San Francisco, California

1119
19FH-1
FI 43a

L. F. IRETON
GENERAL CONTRACTOR

Klamath Falls, Oregon, Jan'y 7, 1930.

State Highway Commission,

Salem, Oregon.

Gentlemen:

I wish to advise that I am taking care of the accounts that have been turned in to your office pertaining to the Lakeview-California Line Section of the Freemont Highway in Lake County. At this time I wish to be advised of the amount of the Final Estimate on this work and the approximate date this money will be available.

Will you kindly send a carbon copy of your reply to this letter to Mr. J. H. Van Tassel, Surety Claims Attorney, Hartford Accident & Indemnity Company, 720 California St., San Francisco.

Yours truly,

L. F. Ireton

ANSWERED
H. B. G.

#1119
17:4-1
PR1430

January 5, 1931

Hartford Accident and Indemnity Company
Jewett, Barton & Levy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Lakeview Building Material Co. in which we are advised of the claim of this company against Mr. L. F. Ireton, being in the sum of $512.65 for materials furnished in connection with Mr. Ireton's contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County.

This information is given you as you appear as surety on the bond furnished by Mr. Ireton in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

[redacted]:S Secretary
Enc.

cc to Mr. L. F. Ireton
Hartford Accident & Indemnity Co.
1120 Spaulding Building, Portland
Mr. H. L. Tomy, Vice President
First National Bank, McMinnville

January 5, 1931

Lakeview Building Material Company
Lakeview, Oregon

Gentlemen:

We have your letter of the 3rd instant advising us of your claim in the sum of $512.65 against L. F. Ireton, being for materials furnished Mr. Ireton in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County.

Mr. Ireton has not yet received final settlement for this work but we expect that we will make final settlement with him within the next two or three weeks.

In connection with this contract Mr. Ireton furnished the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We offer this bond to you for your protection and would suggest that if you do not secure satisfaction from Mr. Ireton that you take the matter up with the surety on this bond. The bond was written by the Hartford Accident and Indemnith Company for whom Jewett, Barton and Levy are local agents, with offices in the Lewis Building, Portland. Should you secure no satisfaction through the bonding company then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State, in accordance with Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we enclose.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:S
Enc.

LAKEVIEW BUILDING MATERIAL CO.
INCORPORATED

"MATERIAL FOR BETTER HOMES"

LAKEVIEW, OREGON

Januray 3rd,
1 9 3 1

RECEIVED
JAN 5 1931
STATE HIGHWAY COMMISSION

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:-

Will you please advise if Mr. L.F.Ireton has received final settlement for the Lakeview-New Pine Creek graveling unit which was completed a few months ago.

Mr. Ireton is indebted to us in the sum $ 512.65 and has made promises of payment for quite a while saying that he was waiting for final settlement.

Your attention to this will be appreciated,

Yours very truly,

Lakeview Building Material Co.,Inc.,

By

ANSWERED
H. B. G.

FORM S-G-1 S-17416 5000 7-29

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 143a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

January 5, 1931.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

JAN 6 1931
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

In reply to your letter of January 3rd regarding the re-screening work referred to by Mr. Crowley in his November 2nd report on Job 19 PH-1, Mr. Wanzer asks that I advise you that Mr. Ireton has completed all of the necessary re-screening and that he recommends that final payment be made to Mr. Ireton.

NOTED
H. B. GLAISYER

Ballard
Note & return to files
RAK

Yours very tru

C. W. Wanzer
Division Engineer

By K. D. Lytle
K. D. Lytle
Div. Office Engineer

kdl/c

PR143a

January 3, 1931

Mr. H. L. Toney, Cashier
First National Bank
McMinnville, Oregon

Dear Sir:

Some time ago you made inquiry of this office concerning the status of payments to L. F. Ireton in connection with the contract awarded to him by the State Highway Commission for the construction of the Lakeview-California Line Section of the Fremont Highway in Lake County.

This project is now complete and the final notes are in this office for checking purposes. According to the present, tentative estimate there is payable to Mr. Ireton at this time the sum of $2,799.88 as a retained percentage, and, in addition thereto the sum of approximately $1450.00 for work accomplished since the date of the last estimate, making a total of approximately $4,249.88. This amount is only tentative and may be increased or decreased slightly in accordance with our final check.

We stated above that the project had been completed. This is true with the exception that there may be some re-screening work of stock piled materials which we have ordered the contractor to do before we will release the final payment. We believe that the re-screening work is done but are not definitely certain and are today writing the engineer in charge for definite information.

A number of claims have been filed against Mr. Ireton in connection with this work, the aggregate of which is considerably more than the amount that will be due on the final estimate. These claims are as follows: Shell Oil Company, $2,506.74; California Public Service Company, $1,376.88; W. D. Miller Construction Company, $4,508.02; Consolidated Stage Co., $312.50.

Very truly yours

STATE HIGHWAY COMMISSION
By

Secretary

HBG:S

January 3, 1931

Mr. C. W. Hauser
Division Engineer
Oregon State Hwy. Dept.
Bend, Oregon

PR 143A

Dear Sir:

We note that the final estimate in connection with Mr. Iregon's contract for the Lakeview-California Line Section is now in the office.

In looking through the correspondence and reports concerning this project we note that reference is made to certain re-screening work. Mr. Crowley's last weekly report on this job, dated November 2, stated that Mr. Ireton had his plant about installed for re-screening the stock pile at Red Canyon Quarry. He says the contractor will begin work by November 5th.

We are wondering at this time whether Mr. Ireton has completed his re-screening work? If he has completed this work then we will proceed with making final payment in the usual manner. If he has not completed this work then final payment will be withheld until it is done. There is nothing in the final notes to indicate that this work is done in its entirety.

Very truly yours

STATE HIGHWAY COMMISSION

By

HBG:S

Secretary

#1119
19PH-1
PR143a

December 31, 1930

Hartford Accident and Indemnity Co.
Jewett, Barton and Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

This letter is to inform you, as surety on the bond furnished by Mr. L. F. Ireton in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County, that we have today received information from the Consolidated Steam Co., Inc., of Lakeview, Oregon, to the effect that Mr. Ireton is indebted to them in the sum of $512.30 for services rendered and supplies furnished Mr. Ireton in connection with the above mentioned work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:M
cc L. F. Ireton
Box 556
Klamath Falls, Oregon

December 31, 1930

Consolidated Stage Co., Inc.
Lakeview, Oregon

Gentlemen:

We acknowledge receipt of your letter of the 30th instant inclosing statement of your claim against L. F. Ireton to whom the State Highway Commission awarded the contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County, said claim being in the sum of $512.30.

In connection with Mr. Ireton's contract he was required to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We offer this bond to you for the protection of your claim and would suggest that in the event that you do not secure satisfaction from Mr. Ireton, himself, that you take the matter up with the bonding company, which in this instance is the Hartford Accident and Indemnity Company, Jewett, Barton and Leavy, Agents, Lewis Building, Portland. Should you secure no satisfaction by doing, this then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920.

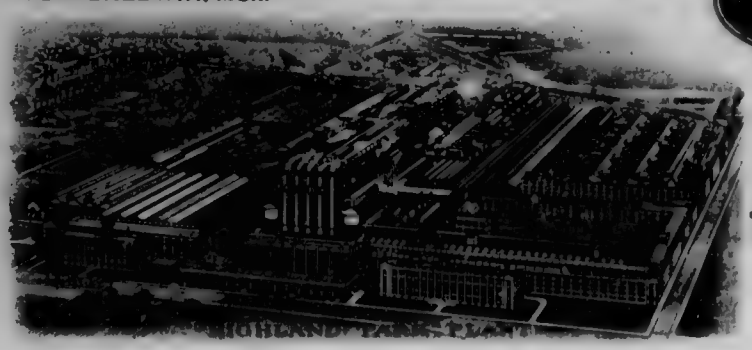
Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:W

F. ZIM BALDWIN, Mgr.



Ford

CARS
TRUCKS
TRACTORS

CONSOLIDATED STAGE CO., Inc.

LAKEVIEW, OREGON

December Thirty
1 9 3 0

RECEIVED
DEC 31 193?
STATE OF OREGON
HIGHWAY COMMISSION

Roy A Klein, Chief Engr.
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

Please find enclosed itemized statement of the account of Mr. L. F. Ireton, contractor on the Lakeview-California line section of the Fremont Highway, Contract #1119.

This is all material and labor furnished while he was doing this job, and we were instructed by Mr. Crowley to send the statement in to you, as Mr. Ireton's final estimate has not yet come in.

Yours very truly,

Consolidated Stage Co., Inc.

F. Zim Baldwin
Pres.

F
Z
L
---
b
e
r

Enc. 2

ANSWERED
H. B. G.

LAKEVIEW, OREGON, 19

M L. F. Ireton

LAKEVIEW GARAGE

OPERATED BY

CONSOLIDATED STAGE CO., INC.

ACCESSORIES AND SUPPLY STORE

COMPLETE STOCK OF AUTOMOBILE SUPPLIES

DATE	ITEMS	CHARGES		CREDITS	
7/11	S.O. 928 3 Alemite Cups .45 Press Tires 6.00	6	45		
8/19	S.O. 1167 Press Tires Labor	42	00		
8/23	S.O. 1199 2 - 36 X 6 Solids	126	20		
	Labor Pressing On	12	00		
9/16	S.O. 1374 2 - 36 X 6 Solids	120	20		
	Labor Pressin On	12	00		
9/16	Ford Battery	8	75		
9/19	To cancel Labor Chg. Pressing Inv. 8/23 & 9/16			24	00
9/19	Tire Repair		50		
9/20	2 Globes		80		
10/4	Hose .65 Shellac .25		90		
10/12	Gasket Shellac .25 6 SAE Bolts .15 Washers .10		50		
		336	30		
	Less c/.	24	00		
	Balance due	312	30		

PM 50

14

wks/o 379.87

LAKEVIEW, OREGON, ____ 19__

M L. F. Ireton

LAKEVIEW GARAGE

OPERATED BY

CONSOLIDATED STAGE CO., INC.

ACCESSORIES AND SUPPLY STORE

COMPLETE STOCK OF AUTOMOBILE SUPPLIES

DATE	ITEMS	CHARGES		CREDITS	
7/11	S.O. 928 2 Alemite Cups .45 Press Tires 6.00	6	45		
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	Labor Pressin On	12	00		
9/18	Ford Battery	8	75		
9/19	To cancel Labor Chg. Pressing Inv. 8/23 & 9/16			24	00
9/19	Tire Repair		50		
9/20	2 Globes		80		
10/4	Hose .65 Shellac .25		90		
10/12	Gasket Shellac .25 6 SAE Bolts .15 Washers .10		50		
		336	30		
	Less c/m	24	00		
	Balance due	312	30		

FM 59

Next 3799.88

Contract No. 1119 - L. F. Ireton - C l a i m s -

11-7- 30 Shell Oil Co. amount $2,506.74 for supplies furnished - files thru Secretary of State.

11-29-30 Calif. Public Service Co. amt. $1,876.88 for electric service.

12-13-30 Claim W. D. Miller Const. Co amt. $4,508.02 for explosives furnished.

12031-30 Claim Consolidated Stage Co. amt. $312.50 for supplies furnished.

#1119
#1119
19PH-1

PF 1430.

December 19, 1930

Hartford Accident and Indemnity Co.
Fenton, Burton and Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received a notice from the Shell Oil Company to the effect that they have a claim in the sum of $2,406.74 against L. F. Ireton for petroleum products furnished Mr. Ireton in connection with his contract for the construction of the Lakeview-California Line Section of the Fremont Highway in Lake County.

This information is given you as you appear as surety on the bond furnished by Mr. Ireton in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Olmsyer
Secretary

HBO:W
Mr. L. F. Ireton
Box 336
Klamath Falls, Oregon

#1110

December 19, 1930

Shell Oil Company
Shell Building
1219 Westlake Ave. N.
Seattle, Washington

Attention: Mr. A. C. Funke

Gentlemen:

Your letter of the 16th instant addressed to Mr. Hal E. Hoss, Secretary of State, concerning your claim against L. F. Ireton has been referred to this department for reply.

In the second paragraph of your letter you make inquiry as to when you may expect your account of $ 2,606.74 cleared and in reply wish to say that this is something over which we assume no control.

The protection offered the creditors against highway contractors is the bond furnished by the contractor in connection with the work upon which he is engaged. This bond is furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project and we offer this bond to you for the protection of your claim. We would suggest that you take the matter up with the agent of the bonding company. This bond was written by the Hartford Accident and Indemnity Company for whom Jewett, Barton & Leavy are local agents with offices in the Lewis Building, Portland, Oregon. The contract is #1119 and is for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County, Oregon.

If you secure no satisfaction by taking the matter up with the bonding company then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, as we have previously informed you.

Final payment has not yet been made to Mr. Ireton for this work, however, the final notices are being checked in this office and we presume that payment will be made within the next two or three weeks.

Very truly yours
STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

#1119
Lake Co

SHELL OIL COMPANY

PACIFIC NORTHWEST DIVISION
SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Dec. 16, 1930

Mr. Hal Hess,
Secretary of State,
Salem, Oregon.

Dear Sir: RE: L. F. IRETON, Freemont
Highway Cont. 1119-PH1

Under date of October 31st, we filed a claim with your office and with the Hartford Accident and Indemnity Company in connection with petroleum products furnished on the above contract out of Klamath Falls, Oregon.

We shall appreciate knowing at this time when we may expect our account of $2506.74 cleared.

Thanking you for past courtesies,

Yours very truly,

SHELL OIL COMPANY

ACG:S

A. C. GUSKE, Northern
Division Credit Manager

After Oct. 10th #90,529,55
Returned $2,799.88.

Respectfully referred to the Highway Commission.

HAL E. HESS, Secretary of State.

Final now being checked in this office

ANSWERED
H. B. G.

#1119
19PH-1
FF 143a

December 12, 1930

W. D. Miller Construction Co.
P. O. Box 368
Klamath Falls, Oregon

Attention: Mr. F. R. Hamblet

Gentlemen:

This acknowledges receipt of your letter of the 11th instant advising us that you have a claim in the sum of $4,508.02 against L. F. Ireton for explosives and the use of equipment furnished Mr. Ireton in connection with his contract for the surfacing of the Lakeview-California State Line Section of the Fremont Highway in Lake County, state highway contract #1119.

In connection with this contract Mr. Ireton furnished the State with a surety bond written by the Hartford Accident and Indemnity Company to protect labor and material claims and all just debts, dues and demands incurred against the project. This bond is offered to you for your protection. If you secure no satisfaction from Mr. Ireton, we would suggest that you take the matter up with the agent of the bonding company, which in this instance is Jewett, Barton & Leavy, Lewis Bldg., Portland, Oregon. If satisfaction is not secured by so doing, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with provisions of Section 2991 of the Oregon Laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

December 12, 1930

Hartford Accident & Indemnity Company
Jewett, Burton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the W. D. Miller Construction Company which they have requested that we forward to you since you appear as surety on the bond furnished by Mr. L. F. Ireton in connection with his contract for the surfacing of the Lakeview-California State Line Section of the Fremont Highway in Lake County, Oregon.

You will note that this letter states that the W. D. Miller Construction Company has a claim in the sum of $4,808.08 against L. F. Ireton being for explosives and use of equipment furnished and used by him in connection with the construction of the above project.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc L. F. Ireton
Box 856, Klamath Falls, Oregon.

W. D. Miller Construction Company
P. O. Box 868
Klamath Falls, Oregon

Cont #1119

TRUCKS FOR HAULING

PHONE 78

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

DEALERS IN

CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS
LIME, PLASTER, METAL LATH, ROOFING MATERIAL AND EXPLOSIVES

KLAMATH FALLS, OREGON

December 11, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr.Roy A.Klein,

Gentlemen:-

We are enclosing herewith our statement in the amount of $4508.02 against L.F.Ireton for explosives and use of equipment furnished him by us and which were used by him in the prosecution of his contract with the State for surfacing the highway from Lakeview to California State Line.

As we have not received any monies from him to apply on this account, we would kindly request that you protect us in the above amount before giving him his final estimate.

As we do not know who his bondsmen are, we are enclosing a copy of this letter and would kindly request that you mail it to them for their information.

Kindly acknowledge receipt.

Yours respectfully,

W.D.MILLER CONSTRUCTION CO.,

By

FRH

ANSWERED
H. B. G.

201 MAIN ST.

Klamath Falls, Oregon, November 1, 1930

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

AND DEALERS IN BUILDING MATERIAL

Sold to L. F. Ireton

ADDRESS OR JOB

YOUR ORDER NO.

OUR ORDER NO.

Terms

STATEMENT

NOTICE---MATERIAL AND SERVICES FURNISHED AND DELIVERED TODAY AT ADDRESS SHOWN FOR USE THEREON. A LIEN MAY BE CLAIMED FOR ALL LABOR, MATERIAL AND SUPPLIES FURNISHED.--- SECTION 10191 OREGON LAWS.

EXPLOSIVES FURNISHED ON OREGON STATEHHIGHWAY CONTRACT
LAKEVIEW TO CALIFORNIA STATE LINE

September 25, 1929 -	Inv. #B 3366	- 1000' Fuse	$ 8.60	
		- 1000 #6 Caps	16.65	
		- 200 20' Electrics	3.20	
				$ 28.45
September 25, 1929 -	3365	- 48 Kegs Powder		110.40
October 6, 1929 -	5614	- 6 Bxs 60%	57.00	
		- 30 Kegs Powder	69.00	
				126.00
October 9, 1929 -	5620	- 30 Kegs Powder	69.00	
		- 8 Bxs 60%	47.50	
				116.50
October 15, 1929 -	5648	- 8 Bxs 40% Str	68.00	
		- 50 20' Electrics	8.00	
				76.00
October 24, 1929 -	5671	- 8 Bxs 40% Str		68.00
October 20, 1929 -	5690	- 8 Bxs 40% Str		68.00
October 31, 1930 -	5706	- 17 Bxs 40% Str		144.50
January 28, 1930 -	9673	- 1000' Fuse		8.60
February 12, 1930	9715	- 10 Bxs 40% Str	77.50	
		1000' Fuse	8.60	
		2 Rolls Caps	16.65	
				102.75
March 3, 1930 -	9874	- 16 Bxs 40% Str		132.00
March 8, 1930 -	9890	- 4000' Fuse	34.40	
		- 64 Kegs Powder	147.20	
				181.60
March 10, 1930 -	9892	- 3 Bxs 20' Elec.	12.00	
		- 5 Rolls Caps	8.33	
		- 10 Bxs 40% S. G.	77.50	
		- 20 Bxs 40% Str	165.00	
				262.83
March 13. 1930	9904-	15 Bxs 40% S. G.	116.25	
		- 9 Bxs 40% Str	74.25	
				190.50
March 20, 1930	9922-	100 20' Elec.		16.00
March 22, 1930	9930-	1000 #6 Caps		16.65
March 26, 1930	9955-	20 Bxs 40% Str		165.00
March 30, 1930	10775-	50 Kegs Powder		115.00
April 1, 1930	9967	- 30 Bxs 40 % Str	247.50	
		- 100 20' Electrics	16.00	
		- 1000 # 6 Caps	16.65	
		- 4000' Fuse	34.40	
				314.55

April 8, 1930-	Inv. #B 11223	- 50 Kegs Black	$ 115.00	
		- 20 Bxs 40% Str	165.00	
		- 10 Bxs 60% Str	95.00	
				$ 375.00
May 5, 1930-	12239	- 15 Bxs 40% Str		123.75
May 15, 1930-	12280	- 15 Bxs 40% Str		123.75
May 9, 1930 -	12270	- 1 Roll Caps		8.35
May 19. 1930 -	12290	- 50 20' Electrics	8.00	
		- 15 Bxs 40% Str	123.75	
				131.75
May 26, 1930 -	13677	- 1000' Fuse	8.60	
		- 2 Rolls Caps	16.65	25.25
May 31, 1930 -	13714	- 8 Bxs 40% Str	66.00	
		- 25 20' Electrics	4.00	
				70.00
June 30, 1930 -	15260	- 1 Bx 6' Electrics		7.05
July 30, 1930 -	16272	- 25 Bxs 40% S. G.	200.00	
		- 20 Bxs 60% Str	195.00	
		- 37 Bxs 40% S. G.	296.00	
		- 4000 #6 Caps	62.00	
		-,6000' Fuse	44.10	
				797.10
November 19, 1929	7716	Loading and hauling crusher from Klamath Falls to Lakeview to be used on above contract		112.94
November 1, 1930		Rental on Crusher used on above contract		350.00
May 10, 1930	12774	Rental on Fordson and Hoist One and one half months		150.00
				$4,518.27

CREDIT:
November 20, 1929 - C/M 8088 - Price Adjustment 10.25

$4,508.02

#1119
19PH-1
PR1432

November 29,1930

Hartford Accident & Indemnity Company
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from the California Public Service Company of Portland, Oregon to the effect that they have a claim against L. F. Ireton for Electric service rendered him in connection with his contract for the surfacing of the Lakeview-California State Line Section of the Fremont Highway in Lake County, Oregon, state highway contract #1119. The amount of this claim is $1,376.88.

This information is given you as you appear as surety on the bond furnished by Mr. Ireton in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBGtW

cc L. F. Ireton
Box 336
Klamath Falls, Oregon

November 29, 1930

California Public Service Company
210 Fitzpatrick Building
Portland, Oregon

Attention: E. A. Lehman
Assistant Secretary
Assistant Treasurer

Gentlemen:

This acknowledges receipt of your letter of the 28th instant in which you advise us of your claim in the sum of $1,376.86 against Mr. J. C. Ireton for electric service furnished him in connection with his contract for highway construction work at Lakeview, Oregon.

We presume that the contract you have reference to is the one awarded to Mr. L. F. Ireton for the surfacing of the Lakeview-California State Line Section of the Fremont Highway in Lake County being contract #1119, and in this connection wish to say that Mr. Ireton furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond is offered you for your protection. We would suggest that you take the matter up with the bonding company in the event that you do not secure satisfaction from Mr. Ireton. This bond was written by the Hartford Accident and Indemnity Company for whom Jewett, Barton & Leavy are local agents with offices in the Lewis Building, Portland, Oregon. Should you secure no satisfaction from the bonding company than you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws.

Final payment has not yet been made to Mr. Ireton for this work but we anticipate that it will be made within the next three or four weeks.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:W

CALIFORNIA PUBLIC SERVICE COMPANY
210 FITZPATRICK BUILDING
PORTLAND, OREGON

November 28, 1930

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

We have unpaid on our records at Lakeview, Oregon an account for electric service in the amount of $1,376.88, against Mr. J. C. Ireton, who has been operating a rock crusher at that location in connection with considerable highway construction work being done in that territory.

Mr. Ireton contends that he has not been paid by your Commission for work he has performed in Lakeview, and as his account is now of rather long standing, we are very anxious to have him liquidate this.

May we, therefore, kindly ask your co-operation in this matter, and a return reply would be appreciated in the event that the State Highway Commission has already made payment for Mr. Ireton's claim?

Very truly yours

E. A. LILLMAN
Assistant Secretary
" Treasurer

EAL:L

ANSWERED
H. B. C.

#1119
19PH-1
PR143a

BANK OF LAKEVIEW

November 19, 1930

Mr. L. F. Ireton
Box 386
Klamath Falls, Oregon

Dear Sir:

This letter is to inform you that we have today received a letter from F. E. Payne, Cashier of the Bank of Lakeview, Lakeview, Oregon in which he advises us that you have paid all your obligations to that bank and that they have no further interest in the warrants that may become due you for highway construction work and that in so far as they are concerned warrants may be delivered to you direct or to your order.

In compliance with your previous request we shall endeavor to see that warrants covering further payments are mailed to the Bank of McMinnville.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Bank of Lakeview,
Lakeview, Oregon.

F. W. PAYNE, CASHIER
DAN F. BRENNAN, ASST. CASHIER

BANK OF LAKEVIEW

CAPITAL AND SURPLUS $201,000

LAKEVIEW, OREGON

November 17th, 1930.

State Highway Commission,
Salem, Oregon.

Attention: Roy A. Klein,
State Highway Engineer.

Gentlemen:

Mr. L. F. Ireton has paid his obligations to us in full and we have no further interest in warrants to be issued to him in payment of road work. This letter will be your authority to deliver any future warrants issued to L. F. Ireton to him in person or to his order. It being the intention to revoke the provisions of Mr. Ireton's letter to you dated January 21, 1930, instructing you to forward the warrants to us.

Yours very truly,

F. W. Payne
Cashier.

CY

NOV 19 '30

NOV 1 [illegible]

NOTED
H. B. GLASS

#1119
19PH-1

PR 1430

L F IRETON

November 14, 1930

L. F. Ireton
Klamath Falls, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 9th instant in which you advise that you have asked the Bank of Lakeview, Lakeview, Oregon, to write us cancelling your order requesting that all estimate warrants for work done by you on the Fremont Highway at Lakeview be sent to that bank.

We shall be glad to comply with your request as soon as received and will follow your instructions to send the final estimate warrant to the First National Bank at McMinnville as soon as we receive the letter above mentioned from Bank of Lakeview.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

L. F. IRETON
GENERAL CONTRACTOR

RECEIVED
NOV 12 1930
OREGON
STATE HIGHWAY

Klamath Falls, Oregon, Nov. 9th, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

I am asking the Bank of Lakeview, Lakeview, Oregon, to have your office cancell my order requesting that all estimate warrants for my work done on the Fremont Highway at Lakeview be sent to their bank. Upon receipt of this request from them, will you kindly note on your records that the warrant for final estimate is to be sent to the First National Bank, McMinnville, Oregon for my use.

Yours very truly,

L. F. Ireton

ANSWERED
H. B. C.

NOTED NOV 13 '30
CARL F. SMITH
AUDITOR

#1119
19PH-1
PR 143

November 7, 1930

Hartford Accident and Indemnity Company
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing to you herewith a copy of the claim of the Shell Oil Company against L. F. Ireton in the sum of $2506.74 for petroleum products furnished Mr. Ireton in connection with his contract for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County.

This copy is sent to you as you appear as surety on the bond furnished by Mr. Ireton in connection with the above mentioned contract.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Thalmyer
Chief Clerk

HBG:N
Inc.

cc L. F. Ireton
Klamath Falls, Oregon

November 7, 1930

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the third instant inclosing three copies of the notice of claim of the Shell Oil Company in the sum of $2506.74 for gasoline, lubricating oils, greases and other miscellaneous petroleum products furnished to L. F. Ireton against the bond taken from the Hartford Accident and Indemnity Company for the work on the Fremont Highway, contract No. 1119.

We are forwarding a copy of the claim to the surety on the bond and the contractor in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

November 3, 1930

Mr. Roy A. Klein
State Highway Commission
State Office Building

Attention Mr. H. B. Glaisyer, Chief Clerk

Dear Sir:

We respectfully have to advise that we received and filed as of November 1, 1930, a notice of claim by Shell Oil Company in the sum of $2506.74 for gasoline, lubricating oils, greases, and other miscellaneous petroleum products furnished to L. F. Ireton against the bond taken from the Hartford Accident and Indemnity Company for the work on the Freemont Highway, contract No. 1119--PHI.

We are enclosing a copy of this claim for your information and files together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond, and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Very truly yours,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM

SHELL OIL COMPANY

Petroleum Products

Eugene

Please address all communications to the company

Quotations subject to change without notice

October 31, 1930

Mr. Hal Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Shell Oil Company, has a claim for gasoline, lubricating oils, greases and other miscellaneous petroleum products in the sum of $2506.74, furnished to L. F. Ireton against the bond taken from the Hartford Accident and Indemnity Company for the work on the Fremont Highway contract #1119--FHI.

Yours very truly,

SHELL OIL COMPANY

By C. M. ROGERS,
Credit Department

CMR:HP

Endorsed:
November 1, 1930
HAL E. HOSS
Secretary of State
File #855

Form 80—E-17100—2M—6-30

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

11432-

NOTED

State Highway Engineer

Date Lakeview, Nov. 2nd, 1930

Job name Lakeview-Calif.line section of

Highway FREMONT

County Lake Job prefix 19PH-1

Week from Oct. 25 to Nov. 1

Mail address Lakeview-Oregon

Telegraph or telephone address " "

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Working on final estimates. Expect to complete this in about two weeks.

Ireton has plant about installed for re-screening stock pile at Red Canyon Quarry. Says he will begin work by Nov. 5th.

(See back of this sheet for instructions and detailed information.)

Signed R. C. Lewis

Title Resident Engr

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... trucks

Project will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR #143.A

August 27, 1930.

Mr. E. J. Crowley,
Resident Engineer,
State Highway Department,
Lakeview, Oregon.

Dear Sir:

We wish to call your attention to the rather unsatisfactory manner in which you are preparing your monthly estimates for the Lakeview-California Line surfacing project.

The primary purpose of these estimates is to serve as a basis for making payments to the contractor. It follows, therefore, that the column headings should conform accurately in designation and arrangement with the bid items as they appear in the contract. You will note that in your estimates you have deviated materially from the item designations given in the contract, and that you have added some items for which there are no contract prices; also, that you have not arranged the items either in the order in which they appear in the contract or in any other logical or systematic order. These things all operate to make the preparation of pay vouchers from the estimates difficult and uncertain.

The items for which there are no contract prices are as follows:

Screen Rejections, Blanket
Haul S. R. Blanket, Truck Mess.

Other items which are rather confusing are:

Piling Screen Rejections, Stock Pile
Sand Rejections in Stock Pile
Haul Sand Rejections, Stock Pile

The confusion seems to be mainly in items involving screen rejections, but the arrangement of the estimate throughout, and the manner in which the different items are designated are such that we would be pleased if you would give these details more careful attention in your next estimate.

It appears to us that you should submit a price agreement to cover the furnishing and hauling of screen rejections used as earth cushion. If, however, you wish to pay for that work at the contract prices for filler and filler haul, we would have no objection, and in that event the quantities should be carried in the "Earth Filler" and "Filler Haul" columns, with notations in the "station to station" column that the materials were used as earth cushion. The fact that the materials are measured on a different basis than stockpiled screen rejections, make the prices for stockpiling screen rejections and hauling screen rejections inapplicable, although those prices are more favorable from our standpoint than the filler prices. The best solution would be, we think, to submit a price agreement providing for payment for the materials used as earth cushion at 25 cents per yard, truck measure, and for the hauling of those materials at 18 cents per yard mile.

All screen rejections put in stock pile should be carried in a column headed "Stock-piling Screen Rejections," and all hauling of screen rejections put in stock piles, (except the one-half mile of free haul) should be carried in a column headed "Hauling Stock-piled Screen Rejections." Explanations as to any different purposes for which the materials are being stockpiled should be made in the "station to station" column. It is neither necessary or desirable to carry stockpiled rejections in more than one column.

If there are reasons in this particular case why the suggestions which we have made cannot or should not be followed, please advise us fully.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc to C. W. Wanger

August 7, 1930.

Re: Screen rejections on Contract 1119. File 142-A

Mr. B. J. Crowley,
Resident Engineer,
Oregon State Highway Department,
Lakeview, Oregon.

Dear Sir:

Some confusion exists among the items in which screen rejections is concerned on your July estimate. Neither is the quantity summary sheet clear in this respect.

Please list all screen rejections incorporated in the surfacing under the item "Earth Filler" at $0.20 per cubic yard, and the haul under "Filler Haul" at $0.20 per yard mile. List all screen rejections hauled and stockpiled under "Screen Rejections in Stock Piles" at $0.25 per cubic yard, and the haul under "Hauling Screen Rejections" at $0.18 per yard mile. Hauling screen rejections will be paid only on that part of the haul which is over one-half mile, that is, the stock pile price includes one-half mile haul. Do not confuse or combine any of these four pay items.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by D. G. De Sart/KB.

PR 143a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, ORE.

July 15, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:- Attention - Mr. Probert

It is noticed that, in lettering the stationing for the revised section sheets covering Oregon Federal Aid Project No. 143-A, the stations for Sections A and B were reversed. We are correcting the blueprints we have, and would suggest that your office copy be corrected.

Very truly yours,

W. H. LYNCH
District Engineer.

143a

June 26, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

We are today sending to you blueprint copies of the revised typical cross-section sheet for Federal Aid Project No. 148-A (Lakeview-New Pine Creek), which blueprints show the revised section to which the surfacing is being constructed on the portion of the project which is between Stations 94+00 and 342+00. We are also sending to you, herewith, four copies of the agreement which we have with the contractor relating to the change in plans which this revision in cross-section entails.

As you are already informed, the change in plans consists of the elimination of the base course, and of the thickening of the sub-base and top courses. This change was made necessary by the fact that the rock from which the broken stone is being manufactured, on account of its laminated nature, breaks with a very high percentage of fines. When crushed to a two and one-half inch maximum size, it breaks with a grading which separates very satisfactorily, and in about the right proportions, into sub-base materials and top course materials. When crushed to a one and one-half inch maximum, as would be required in the production of base course materials, the percentage of fines is so great that the product is not suitable as a base course material, and its use would be about the equivalent of putting on that much more top course material. This could have been overcome, of course, by requiring the contractor to screen out and waste large quantities of excess fines, but a fairer and equally satisfactory way was to eliminate the base course and to substitute for it an increased thickness of sub-base. This was done, and the result has been very satisfactory.

As this change in plans has involved no changes in unit prices, or in the total cost of the project, we assume that it will not be necessary for us to submit a revised estimate. However, if

one is required, we will be glad to supply it.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

SHP:HH Reference is made to Oregon Federal Aid Project [illegible] Section 1A, Benton & Polk Counties, Plat Book Surfacing.

[illegible] it was noted that a change in the specifications had been made, eliminating the tack coat and lengthening the guarantee and improved. We also understand a supplemental agreement was executed to cover between the State and Contractor covering the change and that a certified copy of the same is [illegible].

As you know the Federal Aid Regulations provide that approval of this Bureau is necessary before any changes in the specifications are made and that Federal funds cannot be paid on work done [illegible] such approval. You have not [illegible] specifications or [illegible] but we [illegible] the State to [illegible] change without prior approval of this Bureau.

In the case [illegible] the change is reasonable satisfactory and [illegible] we [illegible] and [illegible] the [illegible] of Engineer is enclosed to the State, we shall [illegible] the Federal participation [illegible] work is [illegible]. If you will forward us the necessary documents we will [illegible] [illegible] Bureau at an early date.

This is not the first instance of this kind that has come to our attention and it is our suggestion that [illegible] to [illegible] Federal funds until copies of this [illegible].

Very truly yours,

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

...OR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

May 5th, 1930

RECEIVED
MAY 6 1930
OREGON
STATE HIGHWAY COMMISSION

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Project Number 143, Section A, the Lakeview-New Pine Creek Surfacing.

During a recent inspection it was noted that a change in the Specifications had been made, eliminating the base course and increasing the sub-base and top courses. We also understand a supplemental agreement was executed in March between the State and Contractor covering this change and that a considerable portion of the work is done.

As you know the Federal Aid Regulations provide that approval of this Bureau is necessary before any changes in the specifications are made and that federal funds cannot be paid on work done prior to such approval. The fact that the change in specifications is desirable does not carry permission for the State to inaugurate changes without prior approval of this Bureau.

In the case under discussion the change is apparently satisfactory and there is no question but what it would have received our approval.if requested by the State, but since this was not done the problem of payment for this work is now raised. If you will forward us the necessary documents we will endeavor to obtain Federal Aid on this work.

This is not the first instance of this kind that has come to our attention and it is our suggestion that precautions be taken to forestall future occurrences of this character.

Very truly yours,

W. H. LYNCH
DISTRICT ENGINEER

cc Mr. Hanson

Office Engineer

PR #143-A

OREGON STATE HIGHWAY COMMISSION

June 3, 1930.

Mr. E. J. Crowley,
Resident Engineer
State Highway Department,
Lakeview, Oregon.

Dear Sir:

It is noted that in your monthly estimates in connection with the surfacing of the Lakeview-California Line Section, you are carrying an allowance for base course surfacing materials, the total quantity allowed to date being 5,715 cubic yards.

According to the agreement entered into with Mr. Ireton on March 21, the base course was to be eliminated for the portion of the project to be surfaced from the Red Canyon Quarry. The fact that all of the materials furnished to date have come from the Red Canyon Quarry together with the fact that you are making allowances in your monthly estimates for base course materials, leads us to believe that the materials which you are carrying as base course materials are in reality, sub-base materials. Carrying these materials as base course materials does not, of course, effect the amount allowed to the contractor as both the sub-base materials and the base materials are being paid for at the same unit price. However, in our settlements with the Bureau of Public Roads, we can not claim an allowance on base course materials when our revised plans indicate that no base course materials are to be placed. It therefore will be necessary to make a transfer of these materials into the sub-base material column in your next monthly estimate.

If our understanding of the manner in which the matter has been handled, as we have outlined it above is not correct, please advise us fully; otherwise, make the transfer of the base materials as we have indicated.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP
CC Mr. Wanzer

FORM S-C-1 S-6504 500 9-27

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR143a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

March 22, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached please find an agreement covering changes in the contract of L. F. Ireton, Number 1119.

These changes will not increase the quantities but will merely eliminate the base course for which will be substituted 600 cu. yds. of sub base and 150 cu. yds. top course.

The change was drawn up by Mr. Baldock and he is familiar with all details.

The above changes are made for the reason that rock in the quarry breaks finer than was anticipated previous to the letting of the contract.

Yours very truly
K D Lytle
K. D. Lytle
Ass't. Division Engineer

KDL:C

RECEIVED
MAR 24 1930
OFFICE OF
MAINTENANCE ENGINEER

REFERRED TO
[illegible]
State Highway Engineer

FR 1430-

PRICE AGREEMENT

March 8, 1930.

Mr. E. J. Crowley,
Resident Engineer
State Highway Department,
Lakeview, Oregon.

Dear Sir:

Reference is made to the price agreement submitted under date of January 2, which price agreement applies to the clearing and preparing of material sites in connection with the surfacing of the Lakeview-California Line Section of the Fremont Highway.

As this work is to be paid for on a time basis, it is not susceptible to inclusion among the quantity pay items, and its payment will therefore be handled as a force account bill. Please, therefore, submit an extra work order to cover the same, stating on the face of the order that the work performed with the tractor and blade will be performed at the price of $5.00 per hour, without the usual fifteen per cent allowance.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

CC Mr. K. D. Lytle

...TE HIGHWAY DEPARTMENT

PRICE AGREEMENT

Applying to Extra Work and Extra Material

...-Calif. line section

...way Fremont Date Jan. 2d. 1930

County Lake Contract No. 1119

Contractor L. F. Ireton

Address Box 386 Klamath Falls, Oregon.

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Clearing and preparing maintenance pile sites.

Location by station numbers: Near south limits of the town of Lakeview.
At the Red Canyon Quarry.
At the Sherrard quarry site.

Estimated quantities and agreed prices:

About 40 hours with cat and blade @ 3.00 per hour

Specifications: Clean off brush and weeds and level surface where necessary.

(Use back of sheet if more space is required)

Recommended for approval:
B J Crowley
Resident Engineer.

Signed: L F Ireton
Contractor.

Recommended for approval:
C H Swanson
Division Engineer.

Approved:
Roy A. Klein
State Highway Engineer.

INSTRUCTIONS: After the signature of the contractor has been obtained, submit the original and four copies to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer and the Resident Engineer.

FORM S-A-1 0-19959 SM 9-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 143a

OREGON STATE HIGHWAY COMMISSION

XXXXXXX

Lakeview, Oregon,
Feb. 9, 1930.

IN REPLY PLEASE
REFER TO FILE NO.

Attention Mr. Skelley
Chief Draftsman.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re width of right of way, Lakeview-Calif. line section, Fremont Highway.

From the south limits of Lakeview thru the O.V.L. Addition to Station 53 + 00 at south line of Sec. 22, T 39 R.20 E. 60 feet of right of way. From that point to station 213+66, 80 feet wide.
Station 213+66 to Station 345+30, 60 feet.
From Sta.345+30 to Sta.573+60, 80 feet, and then 60 feet of right of way to the California line.

Very truly yours,

B. J. Crowley

B.J.Crowley, Resident Engineer.

Ed.

RECEIVED
FEB 13 1930
OFFICE OF
MAINTENANCE ENGINEER

66

February 7, 1930.

Mr. E. J. Crowley
Resident Engineer
State Highway Department.
Lakeview, Oregon.

Dear Sir:

Our 400 foot scale final map, Lakeview to California Line shows an 80 foot right of way from Lakeview to a point about three miles north of Dow Pine Creek, while other evidence at hand indicates that the right of way just south of the south limits of Lakeview is but sixty feet in width.

If the latter is true, please advise at which point the width changes from sixty to eighty feet.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E.A. Shelley
Chief Draftsman

EAS:AF

Form 39—A-1561—2M—7-26.

PR143a

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Lakeview, Ore., Jan. 11, 1930

Job Name Lakeview-Calif. line section

Week from Jan. 5th *to* Jany.11th.

Mail Address Lakeview, Oregon.

Highway of FREMONT

Telegraph or Telephone Address " "

County Lake *Job Prefix* 19PH-1

Express and Freight Address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Weather has been unfavorable for work, snowing and blowing and ranging around 12° th 14° below zero at night.

No work has been accomplished on this contract since Jany. 4th.

(See back of this sheet for instructions and detailed information.)

Signed B C Rawlins

Title Resident Engineer.

FORM S-A-1 S-13883 SM 6-30

PP 143a

ROY A. KLEIN

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.29

Miles completed ..... Field

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number of men in Engineering Party ..... 2 part of time only.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... Percentage.....

Other jobs ..... Percentage.....

Other jobs ..... Percentage.....

Other jobs ..... Percentage.....

PR 143a

FORM S-A-1 S-12063 SM 6-29
COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

XXXXXXXX

Lakeview, Oregon,
Dec. 9th, 1929.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Carl F. Smith,
Auditor,
Salem, Oregon.

Dear Sir:

I am returning herewith the force account bill for Order #1 on Contract 1091, sent to me Dec. 5th for correction.

The item of $39.00 in favor of M. P. Pou, as foreman, I have cut out of the bill, altho this man didgive this particular work his personal attention, doing much of it himself at my request.

I note now, that the contract will not permit him to be paid for it and I have changed the bill accordingly. The other items, for material, being small, I have left on the roll, making the total of the bill $248.85.

Very truly yours,

B. J. Crowley

B.J.Crowley, Resident Engr.

c c to C. W. Wanzer, Bend.
c c S. H. Probert, Salem.

File M. P. Pou

Dec. 6, 1929.

Mr. B. J. Crowley
Resident Engineer
Lakeview, Oregon.

Dear Sir:

This office has noted the force account bill for Force Order #1 on Contract 1091, with M. P. Pou, together with your letter to Mr. Wanner, requesting information as to whether or not the bill was in proper form.

I am herewith returning the bill, stating that it appears to be made up in proper form with two possible questions. First, under the terms of our contract, the salaries of superintendents or any other form of direct overhead is not allowed. I note in the present case that M. P. Pou, himself, is carried on the roll as contractor and foreman, and it appears very questionable as to whether this is an allowable item or not. In case he is actually acting as superintendent of the work, which appears probable, the item could not be allowed as this would come under the item of superintendence and general overhead. One other item which is not of exceptional importance is the fact that generally speaking, claims for material are shown on a separate bill form rather than on the payroll sheet, altho this is not important enough to alter in the present case.

Yours respectfully

ROY A. KLEIN
State Highway Engineer

By

Auditor.

CWS L
cc C. W. Wanner, Bend
cc S. H. Probert, Office.

Mr. Wanzer Hacker

I never made one of these things before and feel sure it wrong in some respect. If so please let me know how.

Yours Crowley

Mr. C. W. Wanzer,
Division Engineer,
Bend, Oregon.

Dear Sir:

Herewith bill for extra work performed on the Lakeview-Calif. line section of the Fremont Highway, by M. P. Pou, contractor, (#1091)

This bill is considerably larger than the authorization, the work was necessary and the formation thru which the ditch was constructed, developed more rock than I anticipated and the costs exceeded the estimatemade.

An irrigation ditch had to be raised and extended around the hill to keep the cut at Station 480 plus, clear of water.

Very truly yours,

B.J. Crowley

B.J.Crowley, Resident Engineer.

CHAIRMAN

END

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

Lakeview, Oregon,
Nov. 18, 1929.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. W. Wanzer,
Division Engineer,
Bend, Oregon.

Dear Sir:

Herewith bill for extra work performed on the Lakeview-Calif. line section of the Fremont Highway, by M. P. Pou, contractor, (#1091)

This bill is considerably larger than the authorization, the work was necessary and the formation thru which the ditch was constructed, developed more rock than I anticipated and the costs exceeded the estimatemade.

An irrigation ditch had to be raised and extended around the hill to keep the cut at Station 480 plus, clear of water.

Very truly yours,

B.J. Crowley

B.J.Crowley, Resident Engineer.

PF 1430

December 3, 1929

Mr. L. F. Ireton
Box 386
Klamath Falls, Oregon

Dear Sir:

There is handed you herewith a certified copy of contract #1119 which was awarded to you by the State Highway Commission on August 29, 1929, for the surfacing of the Lakeview-California Line Section of the Fremont Highway in Lake County. This copy is to take the place of the signed copy which you returned to us a short time ago for changing the bond.

You will recall that at your request the State Highway Commission approved the changing of the bond, but that later you changed your mind and elected to have the Hartford Accident and Indemnity Company remain on this bond. The old bond forms, with the exception of one copy, were destroyed at the time that we sent the new forms to the agents of this surety company for execution. Hence, it is necessary to furnish you with a certified copy in the place of one bearing the original signatures.

We trust that this will be satisfactory to you.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:EF

Form 39—A-1861—2M—7-26.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

#143a

Date Lakeview, November 30, 1929

Job Name Lakeview-Calif.line section

Week from ... to Nov. 30,1929.

Mail Address Lakeview, Oregon.

Highway FREMONT

Telegraph or Telephone Address " "

County Lake Job Prefix 19PH-1

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Nothing was done on this contract until October 30th when a small crew was put on at the Red Canyon Quarry about 3 miles south of Lakeview and the work of shooting the quarry was begun. This work and the erection of bunkers, installation of the crushing plant &c has been carried on steadily all thru November and they will be ready to operate about Dec.9th.

Yesterady a new Tractorand large blade arrived on the job and the preparation of the sub grade will begin at once.

Contractor says he will have his crushing plant, now at Baker, brought here within a short time and installed at the Sherrard quarry, and be in shape to operate there in the early spring.

The weather is fine and considerable work may be done before the season closes.

(See back of this sheet for instructions and detailed information.)

Signed B J Crowley

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading on project .....

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project 15.29

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for ~~the week~~ Nov. 4 men,

..... teams, 1 compressor ~~steam shovels~~

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number of men in Engineering Party .....

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

Other jobs ..... *Percentage* .....

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore. 143-A ✓

Post Office Building
Portland, Oregon.

Nov. 13, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir;-

We are forwarding herewith for your files an executed copy each of the modification of ____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Highway Engineer.

Encl.

A 4 for 5-718

Oregon Federal Aid Project No. 143, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on July 25, 1939, by the State Highway Commission of Oregon, and on September 18, 1939, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 143, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section A to provide for an extension thereto northerly to survey station 94+00 and southerly to survey station 737+28, thereby increasing the length of said Section A from 5.975 miles to 11.891 miles, and to provide for the construction of a crushed rock surfacing over the entire length of said Section A; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $21,041.35 to $80,499.10, and that the Federal funds approved and set aside to the credit of said Section A be increased from $15,094.63 to $50,094.63;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said project be revised in the manner above indicated, and

that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of fifty thousand, ninety-four and 58/100 dollars ($50,094.58) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article II shall read:

"Article II. This agreement covers the following road, as described in detail in said surveys, plans and specifications:

Between survey station 94+00 at the south end of Federal Aid Project No. 83 and survey station 737+28 at the Oregon-California State Line, terminal points, a distance of 11.891 miles, known locally as the Fremont Highway, F.A.H.S. Route No. 16 between Lakeview and the California State Line near New Pine Creek, Lake County, being Section A of Oregon Federal Aid Project No. 143."

Paragraph (b) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (c) to read:

"(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifty thousand, ninety-four and 58/100 dollars ($50,094.58), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty thousand, four hundred ninety-nine and 10/100 dollars ($80,499.10), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 14th day of October, 1929, and the Secretary of Agriculture on the 2nd day of November, 1929.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By
Member, State Highway Commission

By Roberto Sawyer
Member, State Highway Commission

R. W. Dunlap
Acting Secretary of Agriculture

BB

Oregon 143-A

FOR FEDERAL AID HIGHWAY DEPARTMENT TO
EXECUTE AGREEMENTS SEE PROJECT NO. 112

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 94+00 at the south end of Federal Aid Project No. 23 and survey station 737+28 at the Oregon-California State Line, locally known as the Fremont Highway, F.A.H.S. Route No. 16 between Lakeview and the California State Line near New Pine Creek, Lake County, Section A of and designated in the records of this Department as Project No. 143, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 80,499.10 in lieu of the $13,094.03 approved by Certificate of September 18, 1929, Section A of as the total estimated cost of said project, and the sum of $ 50,094.58/ Section A of as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share the/ percent of said total estimated cost.

Done at the city of Washington, this 2nd day of November one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. M. Newlon
Acting Secretary of Agriculture.

126

Form 39—A-1861—3M—7-26.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED 11-7-29
State Highway Engineer

Job Name Lakeview-Cali. line section

Highway FREMONT

County Lake *Job Prefix* 19PH

Date Lakeview, Ore., Oct. 26 1929

Week from Oct. 20 *to* Oct. 26

Mail Address Lakeview, Oregon.

Telegraph or Telephone Address " "

Express and Freight Address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor is working steadily, long hours and Sundays, to complete the job by Nov. 1st. and will probably succeed. Some hard ground is being encountered in the cut at station 480 which is troublesome, and a few culverts are yet to install.

RECEIVED
NOV 5 1929
OREGON
STATE HIGHWAY COMMISSION

(See back of this sheet for instructions and detailed information.)

Signed B. D. Crowley

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading on project 5.98

Miles completed 5.6

Miles completed except finishing .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked 5

Miles to be remeasured .....

Number men in Engineering Party 2 part of time.

Contractor's average force for week 18 *men,*

32 horses *teams,* ..... *steam shovels*

Grading work will be completed about Nov. 1st.

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR 143a

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 143-A

Post Office Building
Portland, Oregon.

Sept. 27, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By T. M. Davis

T. M. Davis
Highway Engineer.

Agr 5718

Form P. R. 2

State Oregon

Project No. 143, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 19 29

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 19 28, a project statement, which was approved by the Secretary on the 4th day of December, 19 28, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 17th day of April 19 29, and approved by the Secretary on the 18th day of September, 19 29; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of thirteen thousand, ninety-four and 03/100

Section A of

dollars ($ 13,094.03) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices estimate as approved by the Secretary, except that where the total Federal ... cost than the estimate so approved the total Federal ... cost of such total actual cost

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....
(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 342+00 near the section corner common to Sections 1, 2, 11 and 12, T.40 S., R.20 E., W.M., and survey station 565+81.6 in the S.W.¼ of Sec.1, T.41 S., R.20 E., W.M., terminal points, a distance of 3.975 miles, known locally as the Fremont Highway, F.A.H.S. Route No. 16, between Lakeview and the Oregon-California State Line near New Pine Creek, Lake County, being Section A of Oregon Federal Aid Project No. 145.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of thirteen thousand, ninety-four and 03/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, forty-one and 35/100 dollars, the approved total estimated cost of Section A of said project.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ---------- (Include amount, date, and citation of Chap. 176, Laws of 1949; Chap. 31, Laws of 1950.

PAYMENTS

ARTICLE IV. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917;**
(Include reference to statute authorizing

Chap. 237, Laws of 1917.

_____
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 18th day of September, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

9—5518 Acting Secretary of Agriculture.

STRICKEN OUT

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 242+00 near the section corner common to Sections 1, 2, 11 and 12, T.40 S., R.20 E., W.M., and survey station 555+51.6 in the S.W.¼ of Sec. 1, T.41 S., R.20 E., W.M., locally known as the Fremont Highway, F.A.H.S. Route No. 16, between Lakeview and the Oregon-California State Line near New Pine Creek, Lake County, Section A of and designated in the records of this Department as Project No. 143, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 21,041.35 Section A of as the total estimated cost of said project, and the sum of $ 13,094.03 as the share of the United States, payable under said acts on account of such project, which does not exceed authorized Federal pro rata share the percent of said total estimated cost.

Done at the city of Washington, this 18th day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. R. Deuel

Acting Secretary of Agriculture.

GWB

GOVERNMENT PRINTING OFFICE 8—4820

Stencil No. 123

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore.F.A.P. 143-A

Post Office Building,
Portland, Oregon,

Sept. 21, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an approved copy of the estimate dated April 27, 1929, which has been used as the basis of the project agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caulfield
L. J. Caulfield
Highway Engineer.

Encl.

190H-1

PR143a

September 18, 1928.

Mr. L. F. Ireton,
Box 326,
Klamath Falls, Ore.

Dear Sir:

We hand you herewith for your record and files an executed copy of the contract which was recently awarded to you by the State Highway Commission for 15.29 miles broken stone surfacing of the Lakeview - California line section on the Fremont Highway, in Lake County.

Very truly yours,

BEN A. KLEIN,
State Highway Engineer.

By

H. B. Gleisner,
Chief Clerk.

BHG-HCH

September 16, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement on the Lakeview-California Line Section of the Fremont Highway, Oregon Project No. 143-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Encls.

Oregon State Highway Department — Proj. No. 145-A

Lakeview-California Line Section of the Fremont Highway

in Lake County

(Estimate as basis for Modified Agreement. Based on Contract Prices)

Salem, Oregon, Sept. 16, 1926.

Grading, Unit No. 2

All Required	Clearing and Grubbing		$ 400.00
42,000 cu.yds	Common Excavation	.25	10,500.00
1,000 cu.yds	Solid Rock Excavation	.35	350.00
20,000 yd.sta	Overhaul	.05	1,000.00
800 lin.ft	12" Corr. Galv. Iron Pipe	1.30	1,040.00
800 lin.ft	15" Corr. Galv. Iron Pipe	1.45	1,160.00
900 lin.ft	18" Corr. Galv. Iron Pipe	1.95	1,755.00
190 lin.ft	24" Corr. Galv. Iron Pipe	2.60	494.00
32 lin.ft	30" Corr. Galv. Iron Pipe	4.25	136.00
600 lin.ft	6" Perous Drain Tile	.50	300.00
45 cu.yds	Class "A" Concrete	22.50	1,012.50
3,700 lbs	Metal Reinforcement	.11	407.00

Surfacing

21,550 cu.yds	Subbase Course Surfacing	.95	20,472.50
8,950 cu.yds	Base Course Surfacing	.95	8,502.50
5,350 cu.yds	Top Course Surfacing	.95	5,082.50
4,700 cu.yds	Earth Filler	.30	1,410.00
87,000 yd.mi	Hauling Broken Stone (Truck Haul)	.15	13,050.00
9,400 yd.mi	Filler Haul	.20	1,880.00
6,500 cu.yds	Excavation, Single Classif.	.30	1,950.00
6,500 yd.sta.	Overhaul (On Exc. Matls.)	.03	195.00
3,200 yd.mi	Truck Haul (On Exc. Matls.)	.20	640.00
	Sub-total		$73,181.00
	10% Engr. & Cont.		7,318.10
			$80,499.10

Length of Project 11.891 miles
Cost per mile $ 6,769.50

State Funds Available	$ 30,404.52	
Federal Aid Requested	50,094.58	(62.25%)
	$ 80,499.10	

State Funds for Constr. - Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State Funds for Maint. - Res. Aug. 7, 1917; Chap. 237, Laws 1917.

PR 143a

Lakeview New Pine Creek Section

Special Provisions

Time limit Nov. 1st., 1930.

No surfacing material to be placed on new grade until after April 1st 1930.

Work to start on north end.

Bank widening and building shoulders single class 300 feet free ~~bank~~ haul. All haul over free haul, ~~truck haul to be paid for on your mile basis. Measurement in 1/2 mile units.~~

Lake View New Pine Creek Section

Estimation of Cost including 15% profit.

Item				Unit Price	Cost
Surfacing mat. sub. base	25,000	c y	@	1.22	30,500
" " Base	12,100	c y	@	1.32	15,972
" " Top	7,000	c y	@	1.42	9,940
D	500	c y in pile	@	1.07	535
C	2,400	c y " "	@	1.17	2,808
B	6,000	c y " "	@	1.27	7,620
B	600	c y on truck	@	1.00	600
A	6,000	c y in pile	@	1.32	7,920
A	700	c y in truck	@	1.00	700
Filler	6,000	c y	@	.50	3,000
Filler Haul	12,000	c y miles	@	.20	2,400
Haul on maintenance materials	28,000	c y miles	@	.20	5,600
Haul on surfacing materials	107,000	c y miles	@	.18	19,260
~~3000~~ 10,000 c y Bank widening and shouldering single class			@	.35	2,800
K ~~3000~~ c y miles haul on excavation			@	.25	750
Estimated bid price					~~110,405~~ 109,155
10% Engineering and contingencies					~~11,041~~ 10,915
Haul on exc					~~121,446~~ 120,530 - 750
Sprinkling by State Forces					5,000
K - See Special Item					~~126,446~~ 126,480

LAYOUT SHEET

LAKEVIEW--------- ---- ----Pine Creek

Surfacing and Resurfacing

From N to S City limits and from

Fremont west

to railroad track - 1.91 mi.

Resurface with 8" rock

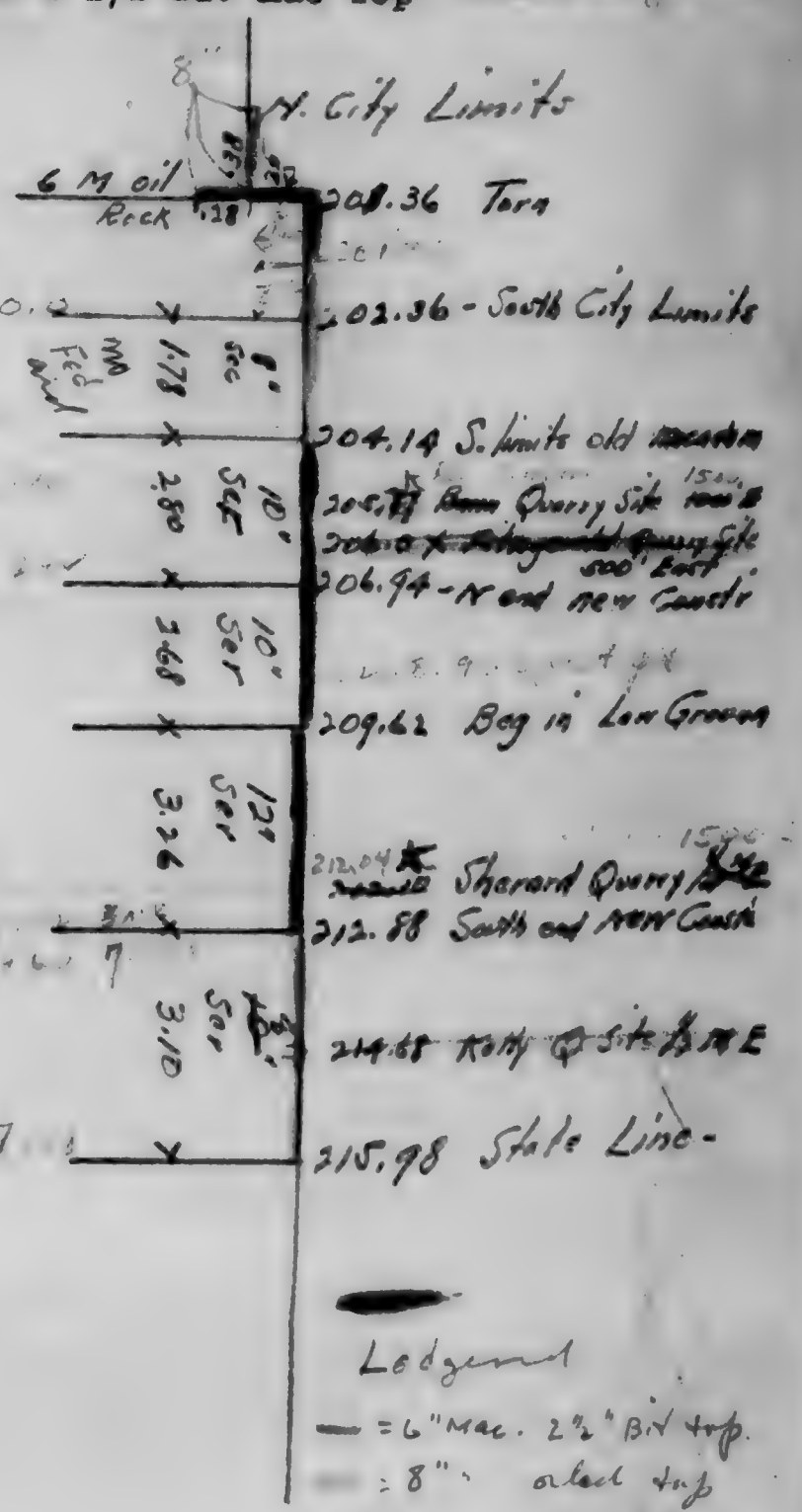
place M-1 Bituminous Macadam Spec.

Miles of type

RECEIVED
JUL 24 1929
OREGON
STATE HIGHWAY COMMISSION

Type	Miles
6"	.75
8"	3.69 - 1.91 with 2 1/2 Bit Mac Top
10"	8.89
12"	3.26
Heavy oil	6.00
	21.54

	Subbase	Base	Top
8" sec.	4"	2 1/2"	1 1/2
10" "	6"	"	"
12" "	8"	"	"
6" "	—	4"	"



LAKEVIEW-PINE CREEK

RECEIVED
JUL 23 1929
OREGON
STATE HIGHWAY COMMISSION

Total Quantities

Yardage per mi

Type	Miles	Surfacing Subbase	base	Top	Betterment Mat. D	C	B	A	Maintenance Mat C	B	A
8" Sec	~~3.69~~ 6.04	1200	750	450					100	~~200~~ 300	300
10" "	~~8.59~~ 5.49	1800	"	"					100	~~200~~ 300	300
12" "	3.26	2400	"	"					100	~~200~~ 300	300
~~Bit Mac~~ 6"	~~3.21~~ 1.5	—	1350		600	225	125	225			
6 Mi oil Mac 6.00									100	~~200~~ 300	300
	21.54										

~~k [illegible] 6" and mileage included therein~~

Totals 27714			
	Subbase	34,200	~~27750~~ 25,000
	Base	~~11,655~~ 12,000	~~11,700~~ 12,000
	top	~~6,993~~ 7,000	7,000
	D	~~1146~~ 1,200	~~1,150~~ 1,200
	C	~~2504~~ 2,300	~~2,600~~ 2,400
	B	~~4547~~ 4,600	4,550 4,600
	A	~~6092~~ 6,200	~~7,000~~ 6,700
			61,750 60,900

Sizes			
	Subbase	2 1/2 " - ~~3/4~~	D 2 1/2 - ~~1 3/4~~ 1 1/2
	Base	1 1/2 - ~~3/4~~ 1	C 1 1/2 - ~~3/4~~ 1
	Top	1" ~~3/4~~ ½ minus	B 1" 3/4 - 1/2
			A 1/2 - 1/8

RHB
Work to change
Amounts in sub base
gravel Top
Crushed
Chip

D

75
600
30,000

C

225
75
1125
1575
16,875

= 170
1575
2745

125
75
625
9375
9,375

1500
300
1800
94
1692
1800
6492

170
75
1250
11900
12,750

4400

3500
1200
700
300
2200
1600
700
60,700

1.78
3.10

6.04 - 7"

2.80
2.65

5.45

.75 - 6"
6.04 - 8"
5.50 - 10"
5.25 - 12"

5.52

1.15

175

2.80
2.65

5.45

205.47	–	205.97	600	× 0.5	=	300
205.97	–	206.47	1500	× 1.0	=	1500
206.47	–	206.97	1500	× 1.5	=	2250
206.97	–	207.47	1500	× 2.0	=	3000
207.47	–	207.97	1500	× 2.5	=	3750
207.97	–	208.47	1500	× 3.0	=	4500
208.47	–	208.90	1190	× 3.5	=	4515

19315

211.34	–	211.84	720	× 0.5	=	360
211.84	–	211.94	180	× 1.0	=	180
211.94	–	211.94	150	× 1.5	=	225
211.94	–	211.94	180	× 2.0	=	360
211.94	–	211.94	180	× 2.5	=	450
211.94	–	211.94	180	× 3.0	=	540
211.94	–	211.94	180	×

205.77 - [illegible] = .27

~~205.77 - 205.07~~

205

205.77

30

205.07 - 205.57 = 600 x .05 = 300 ✓

205.57 - 205.07 = 1500 x .1 = 1500 ✓

205.07 - 204.57 = 1500 x 1.5 = 2250 ✓

204.57 - 204.14 = [illegible] x 2.0 = 2580 ✓

204.14 - 204.07 = 65 x 2.0 = 356 ✓

204.07 - 203.07 = 1200 x 2.5 = 3000 ✓

203.57 - 203.07 = 1200 x 1.0 = 3000 ✓

203.07 - 202.57 = [illegible] x [illegible] = 4200 ✓

202.57 - 202.11 = 1200 x 4.0 = 4800 ✓

202.57 - [illegible] = 67 x 7.5 = ~~2010~~ 2265 ✓

202.00 - 201.57 = 547 x 4.5 = 2343 ✓

201.57 - 201.11 = 828 x 5.0 = 4140 ✓

201.16 - 201.07 = [illegible] x 5.0 = [illegible] ✓

201.11 - [illegible] = [illegible] = 710 ✓

201.07 - [illegible] = 214 x [illegible] = 4186 ✓

201.07 - 200.57 = 376 x 5.0 = 3166 ✓

37,[illegible]7

[illegible]

12,615

[illegible]

[illegible]

12,603.54

[illegible]

150.0

3.68

151.66 Hand divide

385+00 — 152.40 End of conflict with old road

3.36

511+00 — 154.82 (Sherard gravel Site)

155

555+52 = 573+60 — 155.66 S. end of 1929 grading contract.

3.13

737+28

158.79 State Line

143.5 N. City Limit

1.64

145.0

0+00 — 145.14 S. City Limit

1.78

95+00 — 146.92 S. end of old macadam

180+00

1.00

148.55 (Red Canyon gravel Site)

242+00 — 149.72 N. end of 1929 grading contract

150.0

PP143a

Lakeview-California Line, Surfacing

Item No.	Item		Unit Price	Amount
1.	Sub-base Course Surfacing	25,000 cu.yds		
	For -	per cu. yd	$ 1.20	$ 30,000.00
2.	Base Course Surfacing	12,000 cu.yds		
	For -	per cu. yd	$ 1.30	$ 15,600.00
3.	Top Course Surfacing	7,000 cu.yds		
	For -	per cu. yd	$ 1.40	$ 9,800.00
4.	Grade "A" Materials in Stock Pile	6,500 cu.yds		
	For -	per cu. yd	$ 1.30	$ 8,450.00
5.	Grade "B" Materials in Stock Pile	6,500 cu.yds		
	For -	per cu. yd	$ 1.25	$ 8,125.00
6.	Grade "C" Materials in Stock Pile	2,300 cu.yds		
	For -	per cu. yd	$ 1.15	$ 2,645.00
7.	Grade "D" Materials in Stock Pile	500 cu.yds		
	For -	per cu. yd	$ 1.05	$ 525.00
8.	Earth Filler	6,000 cu.yds		
	For -	per cu. yd	$ .50	$ 3,000.00
9.	Hauling Broken Stone, Truck Measure	107,000 yd. mi		
	For -	per yd. mi	$ .18	$ 19,260.00
10.	Hauling Broken Stone, Pile Measure	28,000 yd. mi		
	For -	per yd. mi	$ .20	$ 5,600.00
11.	Filler Haul	12,000 yd. mi		
	For -	per yd. mi	$ .20	$ 2,400.00

Lakeview-California Line, Surfacing

Item No.	Item		Unit Price	Amount
12.	Excavation, Single Classification	10,000 cu.yds		
	For -	per cu. yd	$ .35	$ 3,500.00
13.	Overhaul (on excavated materials)	10,000 yd.sta		
	For -	per yd.sta	$ .04	$ 400.00
14.	Truck Haul (on excavated materials)	5,000 yd. mi		
	For -	per yd. mi	$ .25	$ 1,250.00

Estimated bid price [redacted]	$110,555.00
Engineering & contingencies 10%	11,055.50
State force sprinklers	4,000.00
State force rollers	3,000.00
Total budget for job	$128,610.50

PR 143a

MOTEL

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

H. P. Fox

LAKEVIEW OREGON

LAKE COUNTY WILL MAKE AVAILABLE TO YOU THE RIGHT OF WAY THROUGH FITZGERALD PROPERTY stop YOU ARE INSTRUCTED TO PROCEED WITH CONSTRUCTION WORK PURSUANT TO YOUR CONTRACT stop IF PROPERTY OWNER INTERFERES CALL UPON COUNTY COURT AND SHERIFF TO ENSURE YOU UNINTERRUPTED OCCUPANCY AND USE OF RIGHT OF WAY

STATE HIGHWAY COMMISSION

Kindly advise us

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. R. Parsons/AF
cc to Mr. C. H. Wenner
Division Engineer
Bend, Oregon

QUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 1201-S

ASS OF SERVICE

full-rate or Cable-gram unless its de-ferred character is in-dicated by a suitable sign above or preced-ing the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NL = Night Letter
LCO = Deferred Cable
CLT = Cable Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

PR171 55 DL=LAKEVIEW ORG 4 330P

STATE HIGHWAY COMMISSION=

SALEM ORG=

LAKE COUNTY HAS FILED ACTION TO CONDEMN RIGHT OF WAY ACROSS FITZGERALD LANDS STOP FITZGERALD HAS NOTIFIED YOUR CONTRACTOR NOT TO CROSS UNTIL AFTER TRIAL STOP WE DEISRE TO CONSTRUCT ROAD ACROSS THIS LAND IMMEDIATELY STOP WILL YOU NOTIFY YOUR CONTRACTOR BY WIRE TO PROCEED WITH WORK IMMEDIATELY STOP SEND US COPY OF YOUR INSTRUCTIONS=

COUNTY COURT OF LAKE COUNTY.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Account No. 445 to Account No. 560.

If these changes are incorrect, will you kindly advise us?

Very truly yours.

BEN A. KLEIN
State Highway Engineer

By

E. H. Prahart
Office Engineer

Dict. by L. E. Parsons/AF
cc to Mr. C. H. Wenner
Division Engineer
Bend, Oregon

PR 143 A

August 10, 1929

Mr. R. J. Crowley
Resident Engineer
Lakeview, Oregon

Dear Sir:

Reference is made to the claim of contractor L. P. Fox, dated July 31st, for rental of compressor, in the amount of $56.50 and charged to the grading of Unit 3, Lakeview-California Line Section, Prefix 19 PH.

We are quite sure that this compressor was used in connection with the prospecting for surfacing materials. We note that you have distributed the bill to the Engineering Account No. 448. We have taken the liberty to change this distribution to Account No. 559 as shown on page 25 of our Account Number book. In addition to this charge, we likewise changed the distribution of time of Glen Price in the amount of $9.50 on your July payroll from Account No. 448 to Account No. 559.

If these changes are incorrect, will you kindly advise us?

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by L. E. Parsons/AF
cc to Mr. C. N. Wenger
Division Engineer
Bend, Oregon

OK-143-A

August 2, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 8900
Portland, Oregon

Dear Sir:

We wish to advise that bids are to be called on August 29th for the surfacing of the Lakeview-New Pine Creek Section of the Fremont Highway. This work involves Federal Aid Projects, Nos. 23 and 143.

With reference to Project No. 143, as stated in your letter of December 11, 1928, the Secretary of Agriculture made his approval subject to the condition that no construction would be undertaken within three miles of the Oregon-California State Line until the point of crossing had been approved by the two States and the respective district engineers of the Bureau. Your Mr. Davis, with C. W. Wanner, R. H. Baldock and B. J. Crowley representing the State of Oregon, met with Mr. George C. White from District #2, Bureau of Public Roads, and J. C. Obermuller of the California Highway Department on July 17th at New Pine Creek, and it was mutually agreed that the present location of the highway through New Pine Creek be adopted as the approved route. We, therefore, wish to request that Federal Aid be allowed on this three-mile section.

In connection with this surfacing work, we are uncertain what project numbers to assign the units on which federal aid has been previously secured. There is a gap of approximately three miles between Projects Nos. 143-A and another section of about the same length from the south end of No. 143-A to the State Line which are not covered by project agreements and on which we will wish to secure federal aid at this time. If these projects are

assigned new project numbers, this will cause the surfacing contract to extend over four separate projects, and we would very much prefer, if it is possible, to extend the limits of Project 145-A to cover the total project from the south end of Project No. 23 to the State Line.

Will you please give us your early advice regarding this matter?

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:AF

Form 33—29449—2 M—10-25.

PR 1430

OF [illegible] STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

NOTED
[illegible] Highway Engineer
JUN MAY 1929
[illegible]

Date Lakeview, Oregon, May 18, 1929

Job Name Lakeview-Calif. line section — Week from May 12 to May 18

Mail Address Lakeview, Oregon

Highway Fremont

Telegraph or Telephone Address "

County Lake — Job Prefix 19PH (143A)

Express and Freight Address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Work on this section has been carried on steadily, all work will somewhat increased force.

Ground covered from Dia Jct to 5230.

NOTED
[illegible] W. [illegible]ER

(See back of this sheet for instructions and detailed information.)

Signed R. J. Crowley

Title Resident Engr.

GRADING CONSTRUCTION

Total miles of grading on project 3 2nd [illegible]

Miles completed .....

Miles completed except finishing .....

Miles covered by contractor's forces 1

Miles cross-sectioned 1 3

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party 3 for 2 months only.

Contractor's average force for week 19 men,

32 horses teams, 2-1 yd brakes steam shovels

Grading work will be completed about .....

ROCK OR GRAVEL SURFACING

Total miles surfacing on project .....

Miles completed .....

Miles partially done .....

Average daily yardage placed this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Surfacing will be completed about .....

Number men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Resident, Locating and other Field Engineers; reports to be mailed to Division Engineers not later than Sunday night and to be forwarded by them to the Salem office. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage at section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving on project .....

Miles paving completed .....

Average daily sq. yds. this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Percentage of total required yardage now in place .....

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

This job ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

Other jobs ..... *Percentage*.....

PR 143-A

April 29, 1929.

Bureau of Public Roads,
Box 8000
Portland, Oregon.

Gentlemen:

We are enclosing herewith six copies of estimate as basis for project agreement covering the Unit 3, Lakeview-California Section, Project 143-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. E. Probert
Office Engineer

Dict by J. E. Roch/AP
Encls.

Oregon State Highway Department — Project No. 145 - A

UNIT NO. 2, LAKEVIEW-CALIFORNIA LINE SECTION OF THE FREMONT HIGHWAY

IN LAKE COUNTY

(Estimate as basis for project agreement. Based on Contract Prices.)

Salem, Oregon, April 27, 1929.

All Required	Clearing and Grubbing		$ 400.00
42,000 cu.yds	Common Excavation	.25	10,500.00
1,000 cu.yds	Solid Rock Excavation	.98	980.00
20,000 yd.sta.	Overhaul	.05	1,000.00
800 lin.ft	12" Corr. Galv. Iron Pipe	1.30	1,040.00
800 lin.ft	15" Corr. Galv. Iron Pipe	1.45	1,160.00
900 lin.ft	18" Corr. Galv. Iron Pipe	1.95	1,755.00
180 lin.ft	24" Corr. Galv. Iron Pipe	2.60	468.00
32 lin.ft	30" Corr. Galv. Iron Pipe	4.25	136.00
600 lin.ft	6" Porous Drain Tile	.50	300.00
45 cu.yds	Class "A" Concrete	22.50	1,012.50
3,700 lbs	Metal Reinforcement	.11	407.00
		Sub-total	$19,128.50
		10% Engr. & Cont.	1,912.85
Length of Project 5.974 miles		Total	$21,041.35
Cost per mile $3,201.95			

State Funds Available $7,947.32
Federal Aid Requested 13,094.03 (62.23%)

$21,041.35

State Funds for construction - Chap. 176 Laws 1917; Chap. 31, Laws 1920.

State Funds for maintenance - Res. Aug. 17, 1917; Chap. 237, Laws 1917.

FAP 14.2PR-103-A

April 18, 1938.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate with plans covering Unit 2, Lakeview-California Line Section, Oregon Project 165-A.

Under separate cover we are today sending two blue print sets of plans and one set of original cross-sections. The other three sets of blue print plans will be mailed to you within the next day or so.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Prebert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 143-A

UNIT NO. 3. LAKEVIEW-CALIFORNIA LINE SECTION OF THE FREMONT HIGHWAY

IN LAKE COUNTY

(Estimate with Plans. Not as Basis for Project Agreement.)

Salem, Oregon, April 15, 1929.

All Required	Clearing and Grubbing		$800.00
42,000 cu.yds	Common Excavation	$ .30	12,600.00
1,000 cu.yds	Solid Rock Excavation	1.40	1,400.00
20,000 yd.sta.	Overhaul	.05	1,000.00
800 lin.ft	12" Corr. Galv. Iron Pipe	1.50	1,200.00
900 lin.ft	15" Corr. Galv. Iron Pipe	2.15	1,935.00
900 lin.ft	18" Corr. Galv. Iron Pipe	2.85	2,565.00
180 lin.ft	24" Corr. Galv. Iron Pipe	3.80	684.00
32 lin.ft	30" Corr. Galv. Iron Pipe	5.25	168.00
600 lin.ft	6" Perous Drain Tile	.60	360.00
45 cu.yds	Class "A" Concrete	32.00	1,440.00
3,700 lbs	Metal Reinforcement	.08	296.00
	Sub-total		$24,235.00
	10% Engr. & Cont.		2,423.50
	Total		$26,656.50

Length of Project 5.974 miles

Cost per mile = $4,462.05

State Funds Available	$10,068.09
Federal Aid Requested	16,588.21 (62.23%)
	$26,656.30

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

SR 143-A

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

April 1, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention S. H. Probert

Dear Sir:

I am sending you today by express the following data in connection with the Unit # 3 - Lakeview-New Pine Creek Section of the Fremont Highway.

1-Corrected Blue Print copy of profile with new summary attached.
1-Blue print copy of alignment map showing corrections in alignment.
1-Roll platted cross sections, corrected to conform to revised grade line.
1-Division Engineer's estimate of cost for the quantities as revised and mile summary.

In regard to special provisions wish to state that the following things should be taken into consideration.

1-Where 12" culvert pipe is specified, it should be dipped. All other pipe plain.
2-During the season when the adjoining lands are being irrigated, the contractor must make provision so that there will be no interruption of service.
3-Where sections traverse meadow land, all sod and lumps are to be pulverized.
4-Suitable detours must be provided to care for traffic where the new construction interferes with the existing road.
5-The contractor should be required to construct the borrow pits to a true line and section, especially thru miles 9 and 10.

I recommend that the date of completion be as of Oct. 31, Sept. 30. 1929.

Very truly yours,

C. W. Wanzer
Division Engineer
By H. H. Hackett, Div. Office Engineer.

HHH:I

COMMISSIONERS
WILLIAM [illegible], BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
W. H. MALONE, CORVALLIS
H. B. VAN DUZER, Portland, Chairman
C. E. GATES, Medford
ROBERT W. SAWYER, Bend

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

Lakeview, Oregon,
March 31, 1929.

COPY

Mr. C. W. Wanzer,
Division Engineer,
Bend, Oregon.

Dear Sir:

Complying with your instructions of the 27th inst. I am returning herewith the platted cross sections, blue print profile and map of the Lakeview-Cali. Line section of the Fremont Highway.

I have studied the ground carefully and have indicated on the profile the changes I believe should be made in the way of lowering the grade line and providing for extra pipe for carrying irrigation water across the right of way &c. I think we should provide 12 inch pipe for irrigation inasmuch as we are to lower the grade line as much as possible.

On this profile is drawn a typical cross section to be used, showing wide, shallow borrow pits. Having 80 feet of right of way, I feel that little or no damage will be done to sub irrigation.

Special provision should be included in the specifications requiring the contractor to construct the borrow pits to a true line and section, especially thru miles 9 and 10.

Very truly yours,

(Signed) B. J. Crowley
Res. Engineer

COPY

SUMMARY

Revised March 30, 1929

Item	Unit.	Miles 5	6	7	8	9	10	11	Net Quantities	Allowance	Grand Totals
Clearing & Grubbing											
Excav. Common		1000	6920	8541	7459	5038	7509	5275	41,452	552	42000
" Solid Rock			400				600		1000		1000
Overhaul		840	5020	8170	1890		5220	8510	19,400	1600	20000
12" pipe					158	504			672	78	750
15" pipe		42	64	148	196	64	118		632	38	670
18" pipe		24	240	120	108	96	856		640	58	650
24" pipe			28	28		24	80		134		134
30" pipe							88		22		88
Lumber & Timber						7500			7500	500	8000
Class B Con	C.Y.					20			20		20
6" Drain Tile	Ft.					600			600		600

MICHIGAN HIGHWAY COMMITTEE
M. K. MAY, DETROIT, CHAIRMAN
H. E. VAN DUSEN, BAY CITY
MICHIGAN COMMISSIONERS

LR-143-A

COMMISSIONERS
WILLIAM C. JOY, BAKER, CHAIRMAN
H. B. VAN DUZER, PORTLAND
M. M. MALONE, CORVALLIS

H. B. VAN DUZER, Portland, Chairman
C. E. CATES, Medford
ROBERT W. SAWYER, Bend

ROY A. KLEIN
STATE HIGHWAY ENGINEER AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

March 25, 1929

LAKEVIEW-NEW PINE CREEK SECTION-FREMONT HIGHWAY, LAKE COUNTY

DIVISION ENGINEER'S ESTIMATE OF COST

Clearing & Grubbing-all required		$ 800.00
44000 Cu. yds Com. Excav. @	.30	13200.00
1000 " " Solid Rock @	1.40	1400.00
21000 " " overhaul @	.05	1050.00
1070 Lin. ft. 15" Culvert pipe @	$2.15	2300.00
820 " " 18" " " @	2.85	2337.00
210 " " 24" " " @	3.80	798.00
Lumber & Timber		
In place (pine) 8000 ft. B.M. @	75.00	600.00
Class B. Concrete 20 cu. yds. @	30.00	600.00
600 Lin. ft. 6" Drain Tile @	.60	360.00
		$23,445.00

FP 143a

January 11, 1929.

Mr. Robert W. Sawyer,
State Highway Commissioner,
Bend, Oregon.

Dear Sir:

Please see attached copy of letter from Judge Kelty of Lake County relative to the construction of the 6 mile unit called the New Pine Creek Section between Lakeview and the California line.

You will note that he makes the county offer to pay the cost contingent upon the state grading this year between Summer Lake Hill and the north (west) county line. I presume by Summer Lake Hill he means beginning at the foot of the hill on the north ascent to Picture Rock Pass. If he means to begin on the south side and intends to include the grading of the Picture Rock Pass Section, 2.2 miles and $47,000 in costs should be added to the estimates given below.

Our estimate on these units is as follows:

Klamath County Line-East Forest Boundary,	10.5 mi.	grading	$82,000
East Forest Boundary-Silver Lake (town)	18.7 mi.	grading	64,000
Silver Lake (town)-North End of Picture Rock Pass Grade	13.5 mi.	grading	48,000
Total	42.7 mi.		$194,000

As to the New Pine Creek Section, you will recall that last fall we submitted a project statement to the Government asking for a federal aid project between Lakeview and the California line. This was approved with a minor revision regarding the connection at the California line which will not interfere with the present grading project. I have had it in mind that this job should be handled as a federal aid project so that Government aid could be secured. Rather than treat it as a 100 per cent county project, I think it would be preferable to secure county cooperation on both grading and surfacing of this unit and the resurfacing of the balance so as to have a completed high standard unit between Lakeview and the California line and at the same time secure the maximum federal and county cooperation.

County Court of Lake County
State of Oregon

I have forwarded copies of this letter to each member of the Commission and I presume that the matter of the acceptance of this offer will come up at the next meeting of the Commission on January 20. In the meantime I wanted to give you my views on this situation, particularly the method of handling the Lakeview-California line unit so as to secure full advantage of federal aid available.

Very truly yours,

State Highway Engineer.

RAK:HI

County Court of Lake County
State of Oregon

LAKEVIEW, OREGON

NOTED
State Highway Engineer

January 9, 1929

file

Roy Klein
State Highway Ingineer
Salem, Oregon

Dear Sir:

At the January session of the County Court, all of the right of way was acquired on the six mile section between Lakeview and New Pine Creek.

The right of way through seven farms was obtained by cash settlement, and a deed has been signed by the different owners. On one tract condemnation proceedings were necessary, which proceedings are on file, and have been signed by two members of the County Court.

We now ask that this six mile section be let, so that it can be finished and ready for travel early in the summer.

It is understood that Lake County will pay for this grading, providing the grading is let this year from Summer Lake Hill to the north boundary of Lake County. Lake County is ready to acquire any right of way needed on any unfinished section.

Please let me know just how soon this contract will be advertised and let.

Very truly yours,

J. O. Merritt

HEK:A

County Judge of Lake County.

CONTRACT #1092,

PR 115-C Bridge over Skipanon River 1929

1092

PR 115-C Bridge over Skipanon River 1929

1092

STENCIL NO. 125

115-C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

District No. 1,

Post Office Building,
Portland, Oregon,

In reply please refer to File No. _____

Jan. 11, 1930

Mr. Roy A. Klein

State Highway Engineer

Salem, Oregon

Dear Sir:-

We are enclosing herewith one set of approved specifications for Oregon Federal Aid Project No. 115-C.

Under separate cover approved plans are also being sent to you.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
Highway Engineer

Encls.

M.B.

Approved title sheet only is being sent you for this project.

RECEIVED
JAN 14 1930
OREGON

SPECIAL PROVISIONS

The following are special provisions supplementing the standard specifications and applying particularly to the work upon which this proposal is submitted. In case of conflict between these special provisions and the standard specifications, the special provisions will take precedence.

The work to be done consists of the construction of a bridge **Work To Be Done**

over Skipanon River

Location of Work

approximately 8½ miles south of Astoria, on the Roosevelt-Coast Highway, in Clatsop County.

The work covered by this contract is to be completed as herein stipulated, on or before **Date of Completion**

September 30th, 1929

The work included in this contract is the construction of a bridge over the Skipanon River, approximately 8½ miles south from Astoria on the Roosevelt-Coast Highway, in Clatsop County, as shown on drawings numbered 3755, 3756, 3757, 3758 and 3411.

The new bridge will be constructed on the site of the present bridge.

The contractor will be required to remove the old bridge and provide for the maintenance of traffic by means of a suitable detour bridge. The contractor shall at all times be responsible for the safety of all traffic crossing the detour bridge. The old bridge will become the property of the contractor and he may use any suitable portions of the old bridge in the construction of the detour bridge. At the conclusion of the work, the site shall be entirely cleaned up, leaving it in a neat and workmanlike condition. The entire old bridge shall be removed to the bed of the stream. The contractor will be allowed to close the road to traffic for not to exceed six days while he is constructing the detour bridge. Payment for the removal of the old bridge, the construction of the detour bridge and the maintenance of traffic will be made under items ten and eleven.

All lumber and timber, except piling, incorporated in the structure shall be given an eight pound empty cell process creosote treatment. All cutting, framing and boring of lumber and timber shall be done before treatment with creosote.

R. J. Wilson

9-14-29

All fastenings for lumber and timber, such as nails, bolts, nuts, washers and nailing cleats, shall be galvanized. Payment for this item will be included in the price for lumber.

All castings, iron handrail, etc., will be paid for as structural steel, item #8.

The contractor's attention is also called to the fact that the strength requirements for Portland cement have recently been increased by the American Society for Testing Materials to the following values (Standard 1:3 mortar briquette test)

7 day strength, not less than 225 lbs. per sq. in.
28 " " " " " 325 " " " "

These requirements will govern the acceptance of all cement used on this contract.

The contractor's attention is also called to the fact that intermediate grade as well as structural grade reinforcing steel will be allowed.

This work is on a Federal Aid Project and the attention of the contractor is therefore called to the provisions of the specifications relative to Federal Aid work.

SCHEDULE OF CONTRACT PRICES

Payment for work done under this contract shall be made at the unit prices listed below. The quantities given are approximate only, and it is neither expressly nor by implication agreed that the actual amount of work to be done and paid for will correspond therewith.

Item No.	Item and Quantity	Unit Bid Price Dollars	Cts.	Amount Dollars	Cts.
1	Excavation, 275 cu. yds. at Five and no/100 dollars per cu. yd.	5	00	1375	00
2	Exc. below elev. shown, 25 cu. yds. at Five and no/100 dollars per cu. yd.	5	00	125	00
3	Fir piling, 2100 lin. ft. at Thirty-five and no/100 cents per lin. ft.	0	35	735	00
4	Class A Concrete, 180 cu. yds. at Nineteen and no/100 dollars per cu. yd.	19	00	3420	00
5	Class D Concrete, 65 cu. yds. at Nineteen and no/100 dollars per cu. yd.	19	00	1235	00
6	Metal reinfordement, 48,000 lbs. at Five and no/100 cents per lb.	0	05	2400	00
7	Lumber & Timber, 7500 F B M at One hundred and no/100 dollars per M F B M	100	00	750	00
8	Structural steel, 23,600 lbs. at Seven and 60/100 cents per lb.	0	0760	1793	60
9	Concrete handrail, 190 lin. ft. at Three and no/100 dollars per lin. ft.	3	00	570	00
10	Remove old bridge, lump sum of Nine hundred thirty-five and no/100 dollars	935	00	935	00
11	Maintenance of traffic, lump sum of Twelve hundred and no/100 dollars	1200	00	1200	00
				$14,538	60

CONTRACT AGREEMENT

THIS AGREEMENT, made and entered into, in triplicate, this

19th day of April, 1929

by and between the State of Oregon, hereinafter called the State, by the State Highway Commission of said State, party of the first part and

Clackamas Construction Company

hereinafter called the contractor, party of the second part.

WITNESSETH, That the said contractor, in consideration of the sum to be paid to him by said State in the manner and at the times hereinafter provided, and of the other covenants and agreements herein contained, hereby agrees, for himself, his heirs, administrators, successors and assigns, to

construct a bridge over Skipanon River approximately 8½ miles south of Astoria, on the Roosevelt-Coast Highway, in Clatsop County,

to furnish all necessary machinery, tools, apparatus, materials and labor and to complete the work in the most substantial and workmanlike manner according to the plans and specifications therefor on file with the State Highway Commission of said State and such modifications of the same and other directions that may be made by the Engineer as provided herein; provided, however, that the proposed work covered by the contract does not include such portion or portions as are on right-of-way to which the title is being contested in any court having jurisdiction, until a specific award has been made by the court in each such instance, and a good and sufficient title to such portion of right-of-way in dispute has been secured, or possession thereof has been obtained.

CONTRACT DOCUMENTS:

It is further agreed, that said plans and specifications on file with the State Highway Commission and also the specifications, special provisions, and schedule of contract prices, appended to this contract agreement are hereby specifically referred to and made a part of this contract, and shall have the same force and effect as though all of the same were fully inserted herein.

PAYMENTS:

In consideration of the faithful performance of the work herein embraced, as set forth in the contract agreement, specifications, special provisions, schedule of contract prices and all general and detailed specifications and plans, which are a part hereof, in accordance with the directions of the Engineer and to his satisfaction, and on Federal Aid projects, to the satisfaction of the Secretary of Agriculture of the United States or his authorized agent in conformity with the requirements of the

Federal Aid Road Act, the said State agrees to pay to said contractor the amount earned computed from the actual quantities of work performed as shown by the estimates of the Engineer and the unit prices named in the attached schedule of contract prices, and to make such payments in the manner and at the times provided in the specifications hereto appended.

Payments shall be made by the State Treasurer of said State, upon warrants of the Secretary of State issued upon vouchers of the said Engineer which have been approved by the State Highway Commission, out of moneys legally available for the purpose.

IN WITNESS WHEREOF, said State of Oregon, by the State Highway Commission executes this contract and the said

Clackamas Construction Company

does sign and seal the same the day and year in this contract first above mentioned.

STATE HIGHWAY COMMISSION,

By.....
Chairman.

.....
Commissioner.

.....
Commissioner.
Party of the First Part.

Attest:

.....
State Highway Engineer.

.....

.....

.....

.....
Party of the Second Part.

In the presence of:

.....

.....

198

MAY 29 1929 8 04 AM

#1095

BOND TO ACCOMPANY CONTRACT

KNOW ALL MEN BY THESE PRESENTS: That we

Clackamas Construction Company

as principal, and

as surety, are jointly and severally held and bound unto the State of Oregon in the sum of Fourteen thousand, five hundred thirty-eight and 60/100 dollars ($14,538.60)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns, and successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas, on the 19th day of April, 1929

the said, Clackamas Construction Company

principal herein, made and entered into a certain contract, copy of which is hereto annexed, with the State of Oregon, and which contract, together with the plans, specifications, general and special provisions, and proposal, is hereby made a part hereof, by the terms, conditions and provisions of which the said

Clackamas Construction Company

principal herein, agrees to construct a bridge over Skipanon River approximately 8½ miles south of Astoria, on the Roosevelt-Coast Highway, in Clatsop County,

to furnish all necessary machinery, tools, apparatus, material and labor, and to complete the work in the most substantial and workmanlike manner according to said plans and specifications, and such modifications to the same as may be made and other directions as may be given in accordance with the terms of the contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms proposed therein; and within the time prescribed therein, or as extended as provided in the general provisions, and shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers and agents, against any direct or indirect damages that shall be suffered or claimed, or injuries to persons or property during the construction of said work, and until the same is accepted, and shall promptly pay all laborers, mechanics, subcontractors and materialmen, and all persons who shall supply such laborers, mechanics or subcontractors with material, supplies or provisions for carrying on such work, and all just debts, dues and demands incurred in the performance of such work; and shall pay said State of Oregon such liquidated damages as may accrue to said state under said contract, and shall in all respects faithfully perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

WITNESS our hands this ..... day of....., 19.....

.....[SEAL]

.....[SEAL]

.....[SEAL]

.....[SEAL]

Principal

.....

.....

.....

Surety

PUBLIC R...
DIVISION OF L...
JUN 24 1929
MAY 29 1929 8

REGIO...
BLAS...

#1095
4PG

FP 115C

January 2, 1930

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1092 for the construction of a bridge over the Skipanon River on the Roosevelt-Coast Highway in Clatsop County near Seaside has been completed by the contractors, Clackamas Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 14th, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract and which will include the above final payment will be $14,353.25. Of this amount $15.91 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By .

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1092

PORTLAND 104

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PP 115C

WALTER F. CLINE
ASSISTANT MANAGER

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2830

PORTLAND, OREGON,
December 11th, 1929.

RECEIVED
DEC 12 1929
OREGON
STATE HIGHWAY COMMISSION

H. B. Glaisyer, Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: #39-12-695-29 - Clackamas
Construction Company

The above bond executed on April 29th, 1929, covers contract for the construction of a bridge over the Skipanon River, 8½ miles south of Astoria, on the Roosevelt Coast Highway in Clatsop County, Oregon.

We are enclosing our form inquiry which we kindly ask you to complete and return to us as soon as possible, showing the present status of this contract.

Thanking you for your early attention to this matter, we remain,

Yours very truly,

Manager.

CS-

C 1 T 1.5 $ 13,267.08
C T - 1 - $ 1,479.41
F. C. T. - $ 1,479.41

#1092
Clackamas Co

PR 115 C

October 23, 1929

Clackamas Construction Company,
478 Ainsworth Street,
Portland, Oregon.

Gentlemen:

Please refer to our letter to you of October 21st in which we requested that you make application for further extension of time on your contract No. 1092 - Skipanon River Bridge.

Your estimate No. 6 in amount of $2,811.29 is now ready for payment but before the warrant for same can be mailed to you it will be necessary to have your application for further extension of time on this contract. Your application must be accompanied by the written consent of your surety on the bond furnished in connection with the contract. Please give this matter your early attention so that it will not be necessary to hold up the payment longer than is necessary.

We also wish to advise you that we have not received your application for further extension of time on your contract No. 1042 - Bridge over Umpqua River at Scottsburg. We received the consent of your surety for a ninety day extension to this contract on August 24th and have advised you twice to forward us your application but to date we have received no reply.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

cc to Bridge Dept.

[illegible] COMPANY

October 21, 1929

Clackamas Construction Company,
473 Ainsworth Street,
Portland, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1092 - Bridge over Skipanon River in Clatsop County expired on September 30th, 1929.

Kindly send us your application for furtherextension of time on this contract so that it will not be necessary to hold up the payment of your estimates. It will also be necessary to have thewritten consent of your surety on the bond furnished in connection with this contract before the application can be accepted.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Gladmyer,
Chief Clerk.

Dict. by J.McFarland.

#1092

Clackamas Co

PR 115 C

PORTLAND 104

R. HOWARD BLAND, PRESIDENT

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2630

WALTER F. CLINE
ASSISTANT MANAGER

PORTLAND, OREGON.

October 15th, 1929.

H. B. Glaisyer, Chief Clerk,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: Re: #39-12-695-29 - Clackamas Construction Company

The above bond executed on April 29th, 1929, covers contract for the construction of a bridge over the Skipanon River, 8½ miles south of Astoria, on the Roosevelt Coast Highway in Clatsop County, Oregon.

We are enclosing our form inquiry which we kindly ask you to complete and return to us as soon as possible, showing the present status of this contract.

Stamped and addressed envelope is also enclosed, and thanking you for your attention to this matter, we remain,

Yours very truly,

Walter F. Cline.

ASST. MANAGER.

CS-

PR 115-C

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. No.115-C

Post Office Building
Portland, Oregon.

Sept. 27, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encl.

Ayp-5717

Form P. R. 2

State Oregon

Project No. 115, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of July, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of July, 1927, a project statement, which was approved by the Secretary on the 30th day of August, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 16th day of April 1929, and approved by the Secretary on the 14th day of September, 1929, and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, nine hundred fifty-two and 10/100

Section C of

dollars ($ 9,952.10) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by the approved by the Secretary or his agents of the unite of work performed at the [illegible] vict labor shall be paid for on the basis of the unite of work performed at the [illegible] estimate as approved by the Secretary, except that where the total actual [illegible] than the estimate so approved the [illegible] payments shall not exceed [illegible] of such total actual cost.

(b) The Highway Depar[illegible] the employment of the [illegible] construct and [illegible] state [illegible] contracting highway to the [illegible]

2

4

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 176, Laws of 1917, Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count _____ of _____

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by _____

(State how placed under direct control of Highway Department)

*(c) _____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following r[illegible] bridge as described in detail in said surveys, plans, and specifications:

[illegible] Bridge across the Skipanon River between survey stations 47+36.6 and 48+66.23, in Sec. 23, T.8 N., R.10 W., W.M., at Warrenton, on the Roosevelt Coast Highway between Nebo and Astoria, Clatsop County, being Section C of Oregon [illegible] Federal Aid Project No. 115, consisting of one bridge of more than 20 ft. clear span only, being 130' in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of nine thousand, nine hundred fifty-two and 10/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, nine hundred ninety-two and 44/100 dollars, the approved total estimated cost of Section C of said project.

8—5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ~~[illegible]~~ upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ~~[illegible]~~

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

STRICKEN OUT

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ~~[illegible]~~

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ~~[illegible]~~ (State or county) of ~~[illegible]~~ (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Resolution of August 7, 1917, Chap. 237, Laws of 1917.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6816

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 14th day of September, 1929

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

_____ Secretary of Agriculture.

8—8318

STRICKEN OUT

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a r[redacted] bridge across the Skipanon River between survey stations 47+36.5 and 48+66.33, in Sec.28, T.8 N., R.10 W., W.M., at Warrenton, on the Roosevelt Coast Highway between Hebo and Astoria, Clatsop County, l[redacted] and designated in the records of this Department as Project No. 115 Section C of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,292.46 as the total estimated cost of said project Section C of, and the sum of $ 2,952.10 as the share of the United States, payable under said acts on account of such project Section C of, which does not exceed authorised Federal pro rata share the [redacted] percent of said total estimated cost.

Done at the city of Washington, this 14th day of September one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4620

PR115C

May 28, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

In accordance with your request of May 20, we are enclosing herewith three sets of special provisions covering the Shipanon River Bridge, Project 115-C.

Two blue print copies of the title sheet which were likewise requested are being sent to you under separate cover.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Nash/AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. F.A.P.115-C

POST OFFICE BUILDING
PORTLAND, OREG.

May 20, 1929.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

In preparing to forward the P.S.& E. papers for Oregon Federal Aid Project No. 115-C, Skipanon River Bridge, to the Regional Office with our recommendation for approval, we find that we have only our file copy of the special provisions. The Regional Office requires three copies of the special provisions with these papers for all projects. The papers for this project will be held -- pending the receipt of three copies of the special provisions from your office.

Please send us two title sheets of the plans for this project. Apparently those mentioned in your April 22nd letter have not been received.

Very truly yours,

W. P. LYNCH
District Engineer.

CC CC PRIISE

May 22, 1930

Clackamas Construction Company,
475 Ainsworth St.,
Portland, Oregon.

Gentlemen:

Enclosed herewith please find executed copy of contract #1022 which was awarded to you by the State Highway Commission on April 18, 1930, covering construction of a bridge over the Skipanon River 2½ miles S. of Astoria in Clatsop County on the Roosevelt Coast Highway.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JS
enc.

PR 115 C

May 21, 1929.

Union Oil Company of California,
606-21 Yeon Building,
Portland, Oregon.

Attention Credit Department

Gentlemen:

Replying to your inquiry of the 17th inst., concerning the Clackamas Construction Company, wish to say that the State Highway Commission awarded Contract No. 1082 for the construction of a bridge over the Skipanon River near Astoria to this company on April 19, 1929. The amount of this contract is $14,638.00. This figure also represents the amount of the bond which was written by the U. S. Fidelity and Guaranty Company, Walter F. Gline, Attorney in Fact, Porter Building, Portland, Oregon.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:AP

P. S. The work covered by the contract is to be completed on or before September 30, 1929.

HBG

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

May 17, 1929

Oregon State Highway Commission,
Salem, Ore.

RE: Clackamas Construction Co.
(Astoria account)

Gentlemen:

We are advised that you have granted the contract to the above concern for the erection of a bridge over the Skipanon River at Warrenton.

In view of the fact that we will be selling our products to this contractor, we would appreciate your advising us the job number, the amount of the job, date of its completion, and the name of the bonding company.

You will find a stamped, self addressed envelope attached.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C L Josterin

District Sales Manager

PJO PM
enc.

Contract No. 1092 - Bridge over Skipanon River near Seaside -

Contracts are out to ~~contractors~~ commercial for execution. Unable to advise name of surety company.

ANSWERED
I. H. B. C.

CC . PK Cr-e

Oregon State Highway Department

Project No. 115-C

May 7, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

Herewith we are enclosing six copies of estimate of basis for project agreement on the Chipman River Bridge on the Roosevelt Coast Highway, project 115-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict by J. W. Smith/AF

Encl.

Oregon State Highway Department — Project No. 115-C

NECANICUM RIVER BRIDGE ON THE ROOSEVELT COAST HIGHWAY

IN CLATSOP COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices.)

Salem, Oregon, May 7, 1923.

275 cu.yds	Excavation	$ 5.00	$1,375.00
25 cu.yds	Excavation below plans	5.00	125.00
2,100 lin.ft	Fir Piling	.35	735.00
150 cu.yds	Class "A" Concrete	19.00	2,850.00
65 cu.yds	Class "D" Concrete	19.00	1,235.00
40,000 lbs	Metal Reinforcement	.05	2,000.00
7.5 M-FBM	Lumber and Timber	100.00	750.00
23,000 lbs	Structural Steel	.075	1,725.00
190 lin.ft	Concrete Handrail	3.00	570.00
All Required	Removal of Old Bridge		935.00
All Required	Maintenance of Traffic		1,200.00
	Sub-total		$ 14,450.00
	10% Engr. & Cont.		1,445.00
	Total		$ 15,895.00

Length of Structure - .024 miles
Cost per mile $662,292.00

State Funds Available	$ 6,040.34
Federal Aid Requested	9,252.12
	$15,292.46

State Funds for Construction - Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State Funds for Maintenance - Emg. Aug. 17, 1917. Chap. 237, Laws 1917.

CC

CC PR 115 C

NOTED
State Highway Engineer

Salem, Oregon.
April 30, 1929.

Mr. Klein:

For your information I am attaching herewith copy of a communication received under date of April 26th from Col. Lukesh.

Very truly yours,

Bridge Engineer.

CBMcC:P

NOTED

Portland, Oregon, April 26, 1929.

Mr. C.B.McCullough,
Bridge Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

Receipt is acknowledged of your letter of April 11th relating to arrangement for operating the Skipanon draw bridge.

The method of opening the draw for navigation will suffice until further advised, provided, however, that navigation interests are informed of the means of operating the bridge both by written notice and by news item in the local publications. Copies of notice should be posted at the site of the structure when completed. Boards containing the notice shall be erected, one on each side of the stream, in such manner that the notice may be read by the navigators from mid-stream or by occupants of automobiles crossing the bridge.

Yours very truly,

G. R. Lukesh
Colonel, Corps of Engineers,
District Engineer

PR-INF.C

April 17, 1939.

Bureau of Public Roads,
Box 2900
Portland, Oregon.

We are enclosing herewith six copies of estimate with plans covering the Skipanon River Bridge.

Project 118-C.

Very truly yours,

DEF de KLEIN
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict by J. W. Nash/AP
Encls.

Oregon State Highway Department — Project No. 115-C

SKIPANON RIVER BRIDGE ON THE ROOSEVELT COAST HIGHWAY NO 1 IN CLATSOP COUNTY

Salem, Oregon, April 17, 1929.

275 cu.yds	Excavation	$ 6.00	$ 1,650.00
25 cu.yds	Excavation below plans	10.00	250.00
2,100 lin.ft	Fir Piling	.60	1,260.00
180 cu.yds	Class "A" Concrete	23.00	4,140.00
65 cu.yds	Class "D" Concrete	24.00	1,560.00
40,000 lbs	Metal Reinforcement	.05	2,000.00
7.5 M-FBM	Lumber and Timber	86.00	645.00
23,600 lbs	Structural Steel	.07	1,652.00
190 lin.ft	Concrete Handrail	5.00	950.00
All Required	Removal of old bridge		300.00
All Required	Maintenance of Traffic		1,100.00
	Sub-total		$15,907.00
	10% Engr. & Cont.		1,590.70
	Total		$17,497.70

Length of Project .024 miles

Cost per mile $729,070.82

State Funds Avilable $6,666.89

Federal Aid Requested 10,828.81 (61.23%)

$17,497.70

CONTRACT #1093,

SEE:

CONTRACT #1088

1093 SEE: Contract 1088

CONTRACT #1094,

SEE:

CONTRACT #1090

26

1094 SEE: Contract 1090

CONTRACT #1095

SEE:

CONTRACT #1088

1095 SEE: Contract 1088

CONTRACT #1098,

SEE:

CONTRACT #1042.

BE: Contract

CONTRACT #1099,

SEE:

CONTRACT #602.

1099 SEE: Contract 602

CONTRACT # 1101,

SEE:

CONTRACT # 1074,

1101 SEF: Contract 1074

1101 SEE: Contract 1074

CONTRACT # 1103,

SEE:

CONTRACT # 1067,

1103 SEE: Contract 1067

CONTRACT #1103,

SEE:

CONTRACT #1068,

1103 SEE: Contract 1068

CONTRACT*1104,

PR 156-A Salmon River Bridge 1929

1104

R 156-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _____

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1930

RECEIVED
SEP 2
OREGON
STATE HIGHWAYS

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher submitted by you for Oregon Federal Aid Project 156-A. An error is noted in the addition of (F) of the summary, which should be $1,778.96. Also, recapitulation of cost on which F.A. is computed (B+G) should be shown as ~~$24,255.76~~ 24,225.76, thus reducing the maximum legal F.A. (62.23%) to $15,075.69.

We will forward this voucher with recommendation for payment in the corrected amount of $1,411.65.

This figure apparently is typographical error in writing it, however, the correct amount should be 24,225.76

Yours very truly,

W. H. Lynch
District Engineer

1430.31
1411.65
18.66

C. 35%

PR 156a

August 13, 1930

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: R. B. Mason
Supt. of Claims

Gentlemen:

Replying to your inquiry of the 14th instant concerning final payment to Rigdon Brothers for the construction of a bridge over Salmon River on the Mt. Hood Highway east of Sandy, wish to say that our records show that the voucher covering the final payment was mailed out to Rigdon Brothers for acceptance on June 6, 1930 and has not yet been returned by them. Just why they have not accepted it we can not state. The amount of the voucher is $630.76. We will be glad to expedite payment on this as soon as the voucher is returned by Rigdon Brothers.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON.

August 14, 1930

S-995 - Rigdon Brothers - State of Oregon

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Bridge over Salmon River on the Mt. Hood Loop Highway, 13 miles east of Sandy

Please advise us the amount due on the above mentioned job and when we may expect to receive payment.

Yours truly,

R B Mason
Supt. of Claims

ET

ANSWERED
H. B. C.

76 76 #1184 PR 156a

ALBERT H. TANNER
ATTORNEY AT LAW
ROOMS 311-314 SPALDING BUILDING

PORTLAND, OREGON PR 156a

July 1, 1930

June 26, 1930

State Highway Commission,
Salem, Oregon.

Mr. Albert H. Tanner
Attorney at Law
311 Spalding Building
Portland, Oregon

Gentlemen:

Dear Sirs

Replying to your inquiry of the 26th instant concerning payments to Higdon Brothers for the construction of the Salmon River Bridge, wish to say that this contract was completed by the contractor on May 10, 1930. Final payment has not yet been made but when made will amount to $690.76. We expect to make final payment shortly. This payment will be made to the surety company since Higdon Brothers have assigned moneys due them in connection with this work to the surety on their bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

#1104

...NER
...EY AT LAW
311-314 SPALDING BUILDING

PORTLAND, OREGON.

June 26, 1930

State Highway Commission,
Salem, Oregon

Gentlemen:-

Would you kindly inform me whether the contract price for the construction of the Salmon River Bridge on the Mt. Hood Loop has all been paid as yet to Rigdon Bros. the contractors, and if it has all been paid, please give me the dates of the payments, and oblige.

Yours truly,

A. M. Tanner

[illegible] 10, 1930

[illegible] #10.75

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible].

ANSWERED
H. B. G.

PR156a

December 26, 1929.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 2900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement on the Rhododendron-Government Camp Section of the Mt. Hood Highway in Clackamas County, Project No. 156-A.

Very truly yours,

ROY A. KLETH
State Highway Engineer

By

S. H. Probert
Office Engineer

Encls.

Oregon State Highway Department — Project No. 156-A

RHODODENDRON-GOVERNMENT CAMP SECTION OF THE MT. HOOD HIGHWAY

IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, December 21, 1928.

Resurfacing:

12,800 cu.yds	Sub-base course surfacing	$ 1.15	$ 14,575.00
8,250 cu.yds	Base course surfacing	1.15	9,487.50
5,250 cu.yds	Top Course surfacing	1.15	6,037.50
2,000 cu.yds	Screen rejection filler	.50	1,000.00
2,000 cu.yds	Screen gravel filler	.50	1,000.00
6,000 cu.yds	Earth shoulder construction	.50	3,000.00
9,500 yd.mi.	Hauling broken stone (tr.mess)	.16	1,568.00
110,000 sq.yds	Sprinkling (state forces)	.03	3,300.00
110,000 sq.yds	Oiling (state forces)	.13	14,300.00

Bituminous Macadam Wearing Surface:

2,200 cu.yds	Cr. "A" Matls. in Stock Pile	1.15	2,530.00
1,700 cu.yds	Cr. "B" Matls. in Stock Pile	1.15	1,955.00
5,000 cu.yds	Cr. "3" Matls. in Stock Pile	1.15	5,750.00
17,000 yd.mi.	Hauling Cr. Stone (Pile Mess)	.18	3,060.00
350 cu.yds	Fine Screenings (stockpiling)	.10	35.00
244,000 gal.	No. 3 Oil (F.O.B.Waring)	.076	10,944.00
9,250 sq.yds	Constr. of Bit. Mac. Wearing Surf.(St.Forces)	2.50	23,125.00
	Sub-total		$101,467.00
	10% Engr. & Cont.		10,146.70
	Total		$111,613.70

Length of project (including bridges) 10.189 miles
Length of bridges (non-participating) .029 "
Length of project (excluding bridges) 10.160 "

Cost per mile $10,985.60

State Funds Available $42,156.50
Federal Aid Requested 69,457.20 (62.25%)

$111,613.70

State Funds for Construction - Chap. 175, Laws 1917; Chap. 31, laws 1920
State Funds for Maintenance - Chap. 41, Laws 1927.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 156-A

Post Office Building
Portland, Oregon.

Dec.2, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By F. M. Davis
F. M. Davis
Highway Engineer.

Encl.

Ron

AY 3v 6074

Form P. R. 2

State Oregon

Project No. 156, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8618

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of September, 1929 by and between the State Highway Commission of Oregon

, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of March, 1929, a project statement, which was approved by the Secretary on the 28th day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 28th day of June 1929, and approved by the Secretary on the 16th day of November, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of sixteen thousand, six hundred sixteen and 62/100

Section A of dollars ($16,616.62) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

the performance thereof by force account or by convict labor shall be performed by contract, unless authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following bridge, as described in detail in said surveys, plans, and specifications:

Bridge across the Salmon River near Brightwood between survey stations 665+08.33 and 667+31.0, Sec. 24, T.2 S., R.6 E., W.M., on the Mt. Hood Highway between Sandy and Government Camp, Clackamas County, being Section A of Oregon Federal Aid Project No. 156, consisting of one bridge of more than 20 ft. clear span only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—8518

the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that prior to or immediately upon the completion of the improvement contemplated under this agreement it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixteen thousand, six hundred sixteen and 62/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-six thousand, seven hundred one and 95/100 dollars, the approved total estimated cost of Section A of said project.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ---- Chap. 176, Laws of 1917; Chap. 31, Laws of 1920 ---- (Include amount, date, and citation of act of legislature by which authorized)

---- (Include amount, date, and citation of statute

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to

---

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ (State or county) of _____ (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** (State or county) of **Oregon** (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws of 1917.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

November 9, 1921, as follows:

*(a) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(b) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 16th day of November, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H. B. Van Duzer
Chairman, State Highway Commission
(Title of officer)

By C. H. Gram
Member, State Highway Commission
(Title of officer)

[SEAL]

By Robert W. Sawyer
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

R. N. Lunceford
Acting Secretary of Agriculture.

8—5518

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a ~~road between~~ bridge across the Salmon River near Brightwood between survey stations 665+08.33 and 667+31.0, Sec. 24, T.2 S., R.6 E., W.M., on the Mt. Hood Highway between Sandy and Government Camp, Clackamas County, ~~locally known as~~ and designated in the records of this Department as Project No. 156 Section A of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 26,701.25 as the total estimated cost of Section A of said project, and the sum of $16,616.62 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorized Federal pro rata share the ~~.....~~ per cent of said total estimated cost.

Done at the city of Washington, this 16th day of November one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

3—4930

September 4, 1929.

Bureau of Public Roads,
Box 3900
Portland, Oregon.

Gentlemen:

There are enclosed herewith, six copies of estimate as basis for project agreement on the Salmon River Bridge on the Mt. Hood Highway, in Clackamas County, Oregon Project No. 156-A.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. H. Probert
Office Engineer

Encl.

Oregon State Highway Department — Project No. 156-A

SALMON RIVER BRIDGE ON THE MT. HOOD HIGHWAY

IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, September 4, 1923.

550 cu.yds	Excavation	$2.50	$ 1,375.00
50 cu.yds	Excavation below plans	4.00	200.00
110 cu.yds	Cl. "B" Concrete	16.00	1,760.00
195 cu.yds	Cl. "A" Concrete	20.00	3,900.00
185 cu.yds	Cl. "D" Concrete	22.50	4,162.50
74,000 lbs	Metal Reinforcement	.045	3,357.00
105,000 lbs	Structural Steel	.069	7,245.00
450 lin.ft	Concrete Handrail	4.50	2,025.00
All Required	Remove old bridge and maint. traffic		250.00
	Sub-total		$ 24,274.50
	10% Engr. & Cont.		2,427.45
	Total		$ 26,701.95

Length of structure 0.042 miles

Cost per mile $ 635,760.71

State Funds Available $ 10,085.53
Federal Aid Requested 16,616.42 (62.23%).
$ 26,701.95

State funds for Constr. - Chap. 175, Laws 1917; chap. 31, laws 1920.
State funds for Maint. - Res. Aug. 17, 1917; chap. 257, laws 1917.

PR156a

July 26, 1930

Higbee Brothers,
Woodburn, Oregon.

Gentlemen:

Enclosed herewith please find fully executed copy of contract #1104 which was awarded to you by the State Highway Commission on June 24, 1930, covering the construction of a bridge over Salmon River on the Mt. Hood Loop Highway in Clackamas County near Brightwood.

This copy is for your records and files.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

JB
enc.

PORTLAND 104 8-7-30

#1104

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1208 PORTER BUILDING

PORTLAND, OREGON.

June 30th, 1930.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: #39-12-1031-29 - Ridgon Bros.

The above bond executed on July 17th, 1929, covers contract for the construction of a bridge over the Salmon River on the Mt. Hood Loop Highway in Clackamas County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as soon as possible, showing the present status of this contract.

Your early attention to this matter will be greatly appreciated.

Yours very truly,

Manager.

CS-

Finished 8/11 as 10th -
Total amt. was $22,707.55
Final is $690.75 out for ret.

RECEIVED
JUL 1 1930
STATE HIGHWAY
OREGON

#111
30F
FR 145-A

May 19, 1930

United States Fidelity & Guaranty Company
Walter F. Kline, Agent
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have received from Mr. A. D. Reynolds in which he advises of his claim against Rigdon Brothers for sand furnished and hauled for them in connection with their contract for the construction of a bridge over the Salmon River on the Mt Hood Highway near Brightwood in Clackamas County.

Our records show that the United States Fidelity & Guaranty Company appear as surety on the bond furnished by Rigdon Brothers in this instance and it is for this reason that we are calling the matter to your attention at this time.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.
cc Rigdon Brothers

May 19, 1930

Mr. A. D. Reynolds
Bright Wood, Oregon

Dear Sirs

This acknowledges receipt of your letter of the 15th instant addressed to Hal E. Hoss, Secretary of State, in which you advise us of your claim against Rigdon Brothers for furnishing and hauling of sand to be used in connection with their contract for the construction of a bridge over the Salmon River on the Mt Hood Highway in Clackamas County. This contract is no. 1104 and was awarded to Rigdon Brothers by the Highway Commission on June 27, 1929.

In connection with this contract Rigdon Brothers were required to furnish to the State a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company, Walter F. Kline, Agent, Porter Building, Portland. We would suggest that you take the matter of your claim up with the bonding company and it may be possible to secure satisfaction by so doing. If you do not secure satisfaction then you still have recourse to action in the Courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose for your information.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

ANSWERED
I. B. C.

Bright Wood Ore.
May - 15 - 30 -

Mr. Secretary.

can you tell me how to collect a bill. for hauling sand. from - Rigden Bros. Contractors of wood-=burn. Ore.

they built a bridge over Salmon Salmon river, near Bright Wood on the Mt. Hood Loop highway,

they bought 8 cyd. of sand from me which I delivered to the bridge. for $2.50 a cyd.

I ve never got a settlement with them yet. and, I hauled 4 cyd. just before Xmas, and 4 cyds about the 1st. of Jan. - they sent me a check for $8.00 and the balance $12.00 I cant get them to send me, wont even acknowledge my letters,

If you can inform me who is their Portland man, I might settle with them, or maby if you would refer this to the Highway commission they would get action

Yours truly R. D. Reynolds
Bright Wood Ore.

#1104

PR 145a

April 24, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Dixon & Howitt of Cherryville, Oregon to the effect that Rigdon Brothers are indebted to them in the sum of $567.02 for lumber furnished Rigdon Brothers in connection with the construction of the Bridge over the Salmon River.

This information is given you as you appear as surety on the bond furnished by Rigdon Brothers in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBGrS

cc Rigdon Bros.
Woodburn, Ore.

April 24, 1930

Dixon & Howitt
Cherryville, Oregon

Gentlemen:

Replying to your letter of the 22nd instant concerning Rigdon Brothers' contract for the construction of the Salmon River Bridge will say that the surety appearing on the bond furnished in this instance is the United States Fidelity & Guaranty Company, for whom Walter F. Kline is local agent, with offices in the Porter Building, Portland.

Regarding your claim will say that we would suggest that you take this matter up with the bonding company. If you secure no satisfaction, then you still have recourse to action in the Courts and should file your claim with the Secretary of State, in accordance with the provisions of Sec. 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Final payment has not yet been made to Rigdon Brothers for this work.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

Cherryville, Oregon
Apr. 22, '30

State of Oregon
Highway Dept.
Salem, Ore.

Gentlemen:

Will you please send us the name of the bondsman for Rigdon Bros., contractors of the Salmon River bridge, on the Mt. Hood Loop highway? Will you also state if Rigdon Bros. have received full payment for this job.

Rigdon Bros. owe us a balance of $367.02 for lumber we furnished on this job which we have been unable to collect from them, to date.

Thanking you for an early reply.

Yours truly,
Dixon & Howitt

D.&H:P.H.

ANSWERED
H. B. C.

#1104

PR145a

February 19, 1930

U. S. Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State, we are mailing you herewith a certified copy of the notice of claim that has been filed in his office by King Brothers, it being their claim against Rigdon Brothers in the sum of $1259.65 for labor and materials furnished in connection with the construction of the bridge over the Salmon River on the Mt. Hood Highway in Clackamas County.

This information is given you as you appear as surety on the bond furnished by Rigdon Brothers in this instance.

Very truly yours

BOX A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:KF

cc Rigdon Bros.
Woodburn, Oreg.

February 19, 1930

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention: Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 17th inst. in which you enclose three certified copies of the notice of the claim of King Brothers against Rigdon Brothers, the original of which has been filed in your offices, it being their claim for labor and materials furnished Rigdon Brothers in the sum of $1259.68 in connection with their contract for the construction of a bridge over the Salmon River on the Mt. Hood Highway in Clackamas County.

Copies of this notice are being forwarded in today's mail to the contractor and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

HAL E. HOSS
Secretary of State

C. N. LADSHAW
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
FEB 19 1930
OREGON

February 17, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Albert H. Tanner, Atty., Portland, Oregon, and filed as of this date, a notice of claim by King Bros. a corporation, for labor and materials furnished in the sum of $1239.63, together with interest thereon to January 31, 1930, against the bond taken from Rigdon Bros., contractors, and the United States Fidelity & Guaranty Company, as surety, for the work of constructing the Salmon River Bridge on the Mount Hood Loop Road.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. G.

TO THE STATE OF OREGON AND TO
THE OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, King Brothers, a corporation, has a claim for labor and material in fabricating the riveted steel span for the Salmon River Bridge on the Mount Hood Loop Road in the State of Oregon under contract therefor with Rigdon Bros. contractors, for the building of said bridge, in the sum of $1239.63, balance due for said labor and material and rent of tools used on said work, including interest to January 31st, 1930, which said claim is against the bond taken from said Rigdon Bros., contractors, for said bridge and the United States Fidelity & Guaranty Company as surety for the work of constructing, building and completing said bridge, in accordance with the contract therefor between said Rigdon Bros. and the State Highway Commission of the State of Oregon, dated the 3rd day of July, 1929, and said bond dated July 17, 1929.

This notice is given in compliance with Section 2991, Oregon Laws, preparatory to bringing an action on said bond for said balance in the name of the State of Oregon for the use and benefit of said claimant as provided by law in such cases.

Dated this 15th day of February, 1930.

KING BROTHERS

By FRED C. KING

Secretary-Treas.

ENDORSED:
File No. 822
Filed February 17, 1930, HAL E. HOSS, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by King Brothers, a corporation, for labor and material furnished in the sum of $1239.63, together with interest thereon to January 31, 1930, against the bond taken from Rigdon Bros., contractors, and the United States Fidelity & Guaranty Company, as surety, for the work of constructing the Salmon River Bridge on the Mount Hood Loop Road, with the original notice of claim filed in the office of the Secretary of State on February 17, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February, A. D. 1930.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by King Brothers, a corporation, for labor and material furnished in the sum of $1239.63, together with interest thereon to January 31, 1930, against the bond taken from Rigdon Bros., contractors, and the United States Fidelity & Guaranty Company, as surety, for the work of constructing the Salmon River Bridge on the Mount Hood Loop Road, with the original notice of claim filed in the office of the Secretary of State on February 17, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February, A. D. 1930.

Hal E Hoss

Secretary of State

A1109
Clackamas Co
PR 145a

ALBERT H. TANNER
ATTORNEY AT LAW

February 17, 1930

Albert H. Tanner
Attorney at Law
311-314 Spalding Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 14th instant enclosing formal notice given by King Brothers as to their claim against Rigdon Brothers for labor and material furnished in the fabrication of steel for the bridge over the Salmon River on the Mt Hood Highway in Clackamas County.

We presume that the original of this notice has been filed with the Secretary of State.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBC:S

H. B. Claiborne
Chief Clerk

ALBERT H. TANNER
ATTORNEY AT LAW
ROOMS 311-314 SPALDING BUILDING

PORTLAND, OREGON.

Feby. 14, 1930

Oregon State Highway Commission,
Bridge Department,
Salem, Oregon

Dear sirs:-

Enclosed please find formal notice given by King Brothers, as required by Sec. 2991, Oregon Laws.

Please acknowledge receipt of the same, and oblige.

Yours truly,

Albert H. Tanner

RECEIVED
FEB 17 1930
OREGON STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

TO THE STATE OF OREGON AND TO
THE OREGON STATE HIGHWAY COMMISSION

Notice is hereby given that the undersigned, King Brothers, a corporation, has a claim for labor and material in fabricating the riveted steel span for the Salmon River Bridge on the Mount Hood Loop Road in the State of Oregon under contract therefor with Rigdon Bros. contractors, for the building of said bridge, in the sum of $1339.83, balance due for said labor and material and rent of tools used on said work, including interest to January 31st, 1930, which said claim is against the bond taken from said Rigdon Bros., contractors, for said bridge and the United States Fidelity & Guaranty Company as surety for the work of constructing, building and completing said bridge, in accordance with the contract therefor between said Rigdon Bros. and the State Highway Commission of the State of Oregon, dated the 3rd day of July, 1929, and said bond dated July 17, 1929.

This notice is given in compliance with Section 3991, Oregon Laws, preparatory to bringing an action on said bond for said balance in the name of the State of Oregon for the use and benefit of said claimant as provided by law in such cases.

Dated this 15th day of February, 1930.

KING BROTHERS

By Fred L. King

Secretary-Treas.

#1104
Clackamas
Co
PR145a

February 15, 1950

United States Fidelity & Guaranty Co.
Mr. C. C. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you as surety on the bond furnished by Rigdon Brothers in connection with their contract for the construction of a bridge over the Salmon River on the Mt. Hood Highway in Clackamas County, that we have received a notice from Albert H. Tanner, Attorney at Law in Portland, to the effect that Rigdon Brothers are indebted to King Brothers in the sum of $1,259.83 for services rendered in connection with the fubricating of steel for this bridge.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glainyer
Chief Clerk

HBC:EF
cc Rigdon Bros.

February 15, 1930

Mr. Albert H. Tanner
Attorney at Law
511 Spalding Bldg.
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 13th inst. in which you advise us of the claim of King Brothers against Rigdon Brothers, being for balance due King Brothers in the sum of $1239.65 for services rendered in the fabricating of steel used by Rigdon Brothers in connection with their contract for the construction of a bridge over the Salmon River on the Mt. Hood Highway in Clackamas County.

It is not the policy of the Highway Commission to pay claims as suggested in your letter, as we have no knowledge of the claim and also because the bond that was furnished by the contractor was for the purpose of protecting claims against labor.

We believe that you are pursuing the proper course in taking the matter up with the bonding company.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

ALBERT H. TANNER
ATTORNEY AT LAW
ROOMS 311-314 SPALDING BUILDING

PORTLAND, OREGON.

RECEIVED
FEB 14 1930
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Feb. 13, 1930

Oregon State Highway Commission,
Salem, Oregon
Bridge Dept.

Gentlemen:-

For your information I am enclosing you herewith a copy of a letter I have today mailed to the United States Fidelity & Guaranty Co. of this City.

You will see from this letter that there is still due King Bros. on the Salmon River Bridge contract the sum of $1239.63, including interest to January 31, 1930.

If the Commission could see its way to pay this balance and deduct it from any amount due Rigdon Bros. under their contract with the commission, as provided in Sec. 1033 of the contract, it would greatly simplify matters and be appreciated by King Bros., the creditors in this matter.

Yours truly,

Albert H. Tanner

ANSWERED
H. B.

Feby.13,1930

United States Fidelity & Guaranty Co.
Portland, Oregon

Gentlemen:-

Your Company is bondsman for Rigdon Bros., of Woodburn, Oregon, for the faithful performance of their contract with the State Highway Commission for the construction of the Salmon River Bridge, and also on their contract with the County of Marion for the construction of the Killian Bridge in Marion County, Oregon, and in and by the terms and conditions of your bonds in these cases your Company agrees that the contractors will and shall promptly pay all laborers, mechanics, contractors and material men and all persons who shall supply such laborers, contractors, mechanics subcontractors or material supplies or provisions for carrying on such work and all just debts due and demands incurred in the performance of such work, etc.

As you have doubtless already understood, King Bros. of this City has furnished labor and material in fabricating the bridge spans for both of these bridges at the instance and request of the contractors, and their bill for labor and material in fabricating these spans are long since due and have not been paid, except as herein stated, the total amount due them for labor and material on the Salmon River Bridge, including interest to January 31,1930, amounts to $4739.63, upon which there has been paid $3500.00, leaving a balance now due and unpaid of $1239.63, and on the Killain Bridge the total amount due for labor and material is $5045.35, no part of which has been paid, and the total amount of which is now due and payable, together with interest thereon, making the total amount due them under these two contracts $6284.98.

I am instructed to notify you, on behalf of King Bros. that unless these bills are paid, or some satisfactory arrangement made for their payment within three days from this date, action will be commenced for the recovery of these amounts, and you will please consider this a formal demand upon you, on behalf of King Bros. for the payment of these amounts, in accordance with the conditions of your bonds, as above mentioned.

I trust you will be able to arrange for the payment of these amounts within that time so that the expenses of a lawsuit may be avoided in the matter.

Yours truly,

#1104
Declaration
&
PR 145a

January 10, 1930

Mr. Albert H. Tanner
Attorney at Law
311 Spalding Bldg.
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 7th inst. in which you advise that the claim of King Bros. against Rigdon Bros. for steel furnished them in connection with their contract for the construction of the Salmon River Bridge is $1346.09, instead of the figure that you gave us previously of $1087.78.

We are transmitting this information to the contractor and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

January 10, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Attention Mr. Walter F. Cline.

Gentlemen:

Attached hereto is a copy of a letter that we have received from Albert E. Tanner, Attorney at Law, concerning the claim of his client, King Brothers, against Rigdon Bros. for steel furnished in connection with their contract for the construction of a bridge over the Salem River on the Mount Hood Highway in Clackamas County.

You will note that King Brothers' claim is $1346.09, instead of $1087.78 as was previously reported.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc Rigdon Bros.
Woodburn, Oreg.

ALBERT H. TANNER
ATTORNEY AT LAW
ROOMS 311-314 SPALDING BUILDING

PORTLAND, OREGON.

January 9,1930

Oregon State Highway Commission,
Salem, Oregon

Re: Salmon River Bridge Contract.

Gentlemen:-

Since I wrote you on January 7,1930, Mr.King, of the King Bros. has called my attention to an error in the total weight of the material as given in the claim heretofore forwarded to the commission. In that claim the total weight was said to be 97,715 pounds, but the corrected estimate shows a total weight to be 103,386 pounds, which shows that the claim should be increased by the difference of 5671 pounds at $4.55½ equaling $258.31, so that the balance due on this claim instead of being $1087.78, as I wrote you in my letter of January 7th, the balance due, including interest to December 31,1929 is $1346.09.

Please note this correction, and oblige.

Yours truly,

A. H. Tanner

ANSWERED
H. B. G.

#11104

Clackamas Co

PR 1452

December 31, 1929

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 28th inst. in which you enclose three certified copies of the notice of the claim of King Brothers against Rigdon Brothers, being in the sum of $3,568.69 representing labor and material furnished Rigdon Brothers in connection with their contract for the construction of the bridge over the Salmon River on the Mount Hood Highway in Clackamas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

In accordance with the request of Mr. Albert H. Tanner, Attorney for King Brothers, we are mailing him a certified copy of the contract and bond above referred to.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

December 31, 1929

Mr. Albert H. Tanner,
Attorney at Law,
311-314 Spalding Bldg.,
Portland, Oregon.

Dear Sir:

Mr. Hal E. Hoss, Secretary of State, has forwarded us a copy of your letter of the 27th inst. in which you request certain information concerning the contract awarded by the Highway Commission to Rigdon Brothers for the construction of a bridge over the Salmon River on the Mount Hood Highway in Clackamas County.

Responding to the same, we are handing you herewith a certified copy of this particular contract and bond.

Concerning the assignment mentioned in your letter, wish to say that all payments due or to become due in connection with this work have been assigned by Rigdon Brothers to the Bank of Woodburn, Woodburn, Oregon. This assignment was approved by the United States Fidelity and Guaranty Company, who appear as surety on the bond furnished by Rigdon Brothers in connection with this work.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

December 31, 1929

U. S. Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

In response to the request of the Secretary of State we are mailing to you herewith a certified copy of a notice of claim that has been filed in his office by King Brothers, being in the sum of $3,569.69 for labor and material furnished Rigdon Brothers in connection with their contract for the construction of a bridge over the Salmon River on the Mount Hood Highway in Clackamas County.

This information is furnished you as you appear as surety on the bond furnished by Rigdon Brothers in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF
cc to Rigdon Bros.
Woodburn, Oreg.

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

#1104

December 28, 1929

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from A. H. Tanner, Atty., Portland, Oregon, and filed as of this date, a notice of claim by King Brothers for labor and material furnished in the sum of $3,569.69 against the bond taken from Rigdon Brothers, contractors, for the construction of the Salmon River Bridge on the Mount Hood Loop Road.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract, and one to the surety.

We are also enclosing copy of letter of transmittal by Mr. Tanner requesting copy of contract and bond and also information regarding any assignment of contract covering above work.

Kindly acknowledge receipt of the copies, and oblige

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

ANSWERED
H. B. G.

ALBERT H. TANNER
Attorney at Law
Rooms 311-314 Spalding Building,

PORTLAND, OREGON.

Dec. 27, 1929.

Hon. Hal E. Hoss,
Secy. of State,
Salem, Oregon

Dear sir:-

Enclosed I hand you claim of King Brothers against Rigdon Bros., contractors for the construction of the Salmon River Bridge on the Mount Hood Loop Road showing the balance due and unpaid to King Brothers for labor and material furnished on this job $3569.69 and supported by the affidavit of Fred C. King, Secy. and Treas. of the King Brothers company, an Oregon corporation, and containing an application for copies of the contract and bond under which the Rigdon Brothers have done or are doing this work. I have the honor therefore to request that you will forward to me copies of the contract and bond at your early convenience.

King Brothers have been informed, in a round about way, that Rigdon Brothers have assigned their contract to some other person or corporation, but they were unable to get the name of the assignee. If you have any information as to whether the contract has been assigned and who the assignee is, I would be obliged if you would give me the name and address of the assignee.

Wishing you the compliments of the season, I am,

Yours very truly,

A. H. TANNER

ANSWERED
H. B. G.

TO THE STATE OF OREGON:

In the Matter of the Claim of

King Brothers, a corporation, of Portland,

Oregon, against Rigdon Brothers, contractors,

for the Salmon River Bridge.

RIGDON BROTHERS

to

KING BROTHERS, Dr.

To labor and material for fabricating one riveted steel bridge span to be placed upon the Salmon River Bridge on the Mount Hood Loop Road, State of Oregon, as follows:

Oct. 30, 1929,	97,715 lbs. @ 4.55½		$4450.92
" 5, "	Extra materials ordered,		
	Angles for expansion joint,		75.75
Nov. 12, "	Extra material ordered,		
	R.H.Rivets,		43.02
	Total		$4569.69
	By Cash,	$1000.00	
	Balance due		$3569.69

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH,)

I, Fred C. King, being first duly sworn, say; that I am the Secretary-Treasurer of King Brothers, an Oregon corporation, the above named claimant, and have personal knowledge of the facts set forth herein. That said King Brothers furnished the labor and material for fabricating the riveted steel bridge span to be placed upon the Salmon River Bridge on the Mount Hood Loop Road under the contract therefor with said Rigdon Brothers, contractors with the State of Oregon for the construction of said bridge, copy of which is hereto attached, marked Exhibit "A" and made a part hereof.

That under and in accordance with said contract said King Brothers furnished and delivered to said Rigdon Brothers, f. o. b. at King Brothers shop, 97,715 lbs. of said material, at the agreed price of $4.55½, amount to $4450.92, and furnished and delivered extra material, as above specified, to the amount and value of

By C. W. Rigdon

TO THE STATE OF OREGON:

In the Matter of the Claim of

King Brothers, a corporation, of Portland,

Oregon, against Rigdon Brothers, contractors,

for the Salmon River Bridge.

RIGDON BROTHERS

to

KING BROTHERS, Dr.

To labor and material for fabricating one riveted steel bridge span to be placed upon the Salmon River Bridge on the Mount Hood Loop Road, State of Oregon, as follows:

Oct. 30, 1929,	97,715 lbs. @ 4.55½		$4450.92
" 5, "	Extra materials ordered, angles for expansion joint,		75.75
Nov. 12, "	Extra material ordered, R.H.Rivets,		43.02
	Total		$4569.69
	By Cash,	$1000.00	
	Balance due		$3569.69

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH,)

I, Fred C. King, being first duly sworn, say; that I am the Secretary-Treasurer of King Brothers, an Oregon corporation, the above named claimant, and have personal knowledge of the facts set forth herein. That said King Brothers furnished the labor and material for fabricating the riveted steel bridge span to be placed upon the Salmon River Bridge on the Mount Hood Loop Road under the contract therefor with said Rigdon Brothers, contractors with the State of Oregon for the construction of said bridge, copy of which is hereto attached, marked Exhibit "A" and made a part hereof.

That under and in accordance with said contract said King Brothers furnished and delivered to said Rigdon Brothers, f. o. b. at King Brothers shop, 97,715 lbs. of said material, at the agreed price of $4.55½, amount to $4450.92, and furnished and delivered extra material, as above specified, to the amount and value of $118.74, making the total amount due them for said labor and material the sum of $4569.69, and that no part thereof has been paid, except the sum of $1000.00, leaving the balance of $3569.69 still due and unpaid, although long past due.

WHEREFORE I hereby make application for a certified copy of the contract and bond under which said Rigdon Brothers has done said work and constructed said bridge.

FRED C. KING

Subscribed and sworn to before me this 27th day of December, 1929.

(SEAL)

ALBERT H. TANNER
Notary Public for Oregon
My Commission Expires April 27 1932

AGREEMENT

This agreement made and entered into in duplicate this 23 day of July, 1929, by and between Rigdon Brothers, a co-partnership, hereinafter referred to as the first parties, and King Brothers, a corporation, hereinafter referred to as the second party, Witnesseth, that said parties, in consideration of the mutual promises and agreements have agreed each with the other as follows:

1. The second party shall furnish all labor and material and agrees to febricate one riveted steel bridge span to be placed upon the Salmon River Bridge, on the Mount Hood Loop Road, State of Oregon, Said second party agrees to comply with all specifications and plans furnished by the first parties and the Oregon State Highway Commission.

2. Second party shall carry indistrial accident insurance and agrees to indemnify and safeguard the first parties against any or all losses, costs and damages whatsoever on account of any injury to person or persons occurring during the performance of this contract.

3. The second party shall, upon the completion of the structure, deliver the same to the first parties free and clear of all liens or claims on behalf of any person or persons whomsoever, and said second party shall furnish the materials fabricated and ready for erection.

4. The first parties shall pay the sum of $4.55½ per hundred pounds, scale weights, f. o. b. second party's shop.

5. The Second party agrees to furnish shop details, and drawings of the structure to be fabricated. The same must be approved in writing by the first parties.

It is mutually agreed and understood that the second party shall pursue the work diligently and the structure must be completed within fifty days from date of this contract. Time is of the essence of this contract.

IN WITNESS WHEREOF, the parties have entered into this agreement this the 23 day of July, 1929.

RIGDON BROTHERS

By C. W. Rigdon

KING BROTHERS

By C. M. Sigle
Chief Engr.

Exhibit "A"

ENDORSED:
File No. 811
Filed December 28, 1929, HAL E. HOSS, Secretary of State.

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by King Brothers for labor and materials furnished in the sum of $3,569.69 against the bond taken from Rigdon Brothers, contractors, for the construction of the Salmon River Bridge on the Mount Hood Loop Road, with the original notice of claim filed in the office of the Secretary of State on December 28, 1929, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 28th day of December, A. D. 1929.

Hal E Hoss

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by King Brothers for labor and materials furnished in the sum of $3,569.69 against the bond taken from Rigdon Brothers, contractors, for the construction of the Salmon River Bridge on the Mount Hood Loop Road, with the original notice of claim filed in the office of the Secretary of State on December 28, 1929, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 28th day of December, A. D. 1929.

Hal E Hoss

Secretary of State

CONTRACT# 1105,

SEE:

CONTRACT# 1243

[redacted]

932

1105 SEE: 1243 # 2

CONTRACT #1106

PR 149-A Indian Creek Br. 1929-1930

1106

#1106
Lane Co
RR 149a

January 6, 1930

Aetna Casualty & Surety Company;
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1106 for the construction of a bridge over Indian Creek on the Siuslaw Highway in Lane County east of Swisshome has been completed by the contractors, Peavy Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 16th, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract and which will include the above final payment will be $11,299.77.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claisyer,
Chief Clerk.

Dict. by J. McFarland.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. No. 149-A

Post Office Building
Portland, Oregon.

November 27, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By _____
H. J. Caulfield
Highway Engineer.

Encl.

Ore

Ayprv 6047

Form P. R. 2

State Oregon

Project No. 149, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of August, 1929, by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 19 28, a project statement, which was approved by the Secretary on the 10th day of June, 19 29, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for Section A of said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 26th day of June, 19 29, and approved by the Secretary on the 13th day of November, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, fifty and 07/100 dollars ($ 8,050.07) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 178, Laws of 1917; Chap. 31, Laws of 1920 (Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ____ of ____ (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ____ (State how placed under direct control of Highway Department)

*(c) ____

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following ~~road~~ bridge, as described in detail in said surveys, plans, and specifications:

~~Between~~ Bridge across Indian Creek between survey stations 1118+65 and 1120+45, in Sec. 21, T.18 S., R.9 W., W.M., on the Siuslaw Highway between Florence and Junction City, Lane County, being Section A of Oregon Federal Aid Project No. 149, ~~locality as~~ consisting of one bridge of more than 20 ft. clear span only.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, prior to or immediately upon the completion of the improvement contemplated under this agreement, it will construct suitable road connections between the ends of the bridge and the existing highway to the east and west.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eight thousand, fifty and 07/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twelve thousand, nine hundred thirty-six and 00/100 dollars, the approved total estimated cost of Section A of said project.

8—5513

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237, Laws of 1917.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6618

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 13th day of November, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B Van Duzer
Chairman, State Highway Commission
(Title of officer)

By C E Gates
Member, State Highway Commission
(Title of officer)

[SEAL]

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

P. N. Lunelad
Secretary of Agriculture.

8—6518

STRICKEN OUT

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a [redacted] bridge across Indian Creek between survey stations 1118+85 and 1120+45, in Sec. 21, T.18 S., R.9 W., W.M., on the Siuslaw Highway between Florence and Junction City, Lane County,

[redacted]

and designated in the records of this Department as Section A of Project No. 149, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 12,936.00 as the total estimated cost of Section A of said project, and the sum of $ 8,050.07 as the share of the United States, payable under said acts on account of Section A of such project, which does not exceed authorised Federal pro rata share the [redacted] of said total estimated cost.

Done at the city of Washington, this 13th day of November one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting Secretary of Agriculture.

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GOVERNMENT PRINTING OFFICE 8—4230

PR 149a

August 5, 1929

Peart Brothers,
Coquille, Oregon.

Gentlemen:

Herewith, for your records and files, is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of a bridge over Indian Creek on the Siuslaw Highway in Lane County near Griswhame.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR149a

July 20,1929

Mr. C. C. Gillenwater, Agent,
Union Oil Company of California,
Junction City, Oregon.

Dear Sir:

Replying to your inquiry of the 18th inst., concerning the Indian Creek contract, wish to say that this was awarded to Peart Brothers of Coquille by the State Highway Commission and is designated as state highway contract No. 1104. The name of the project is Bridge over Indian Creek 2½ miles east of Swisshome.

The bond to be furnished in connection with this contract has not yet been received but we are reliably informed that this will be written by the Aetna Casualty & Surety Company, Bates, Lively & Pearson, Agents, with offices in the Yeon Building, Portland, Oregon.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JS

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

Junction City July 18 1929

Oregon State Highway Commission
Salem Ore.

Gentlemen.—

Could you give us the Job Number on the Indian Creek Bridge on the Willamete Valley Florence Highway also the Bonding company that are bonding the Contractors on that Job. need this for our credit information, Thanking you in advance.

Yours Respectfully
Union Oil Co
C. C. Gillenwater agt.
(a w k)

Junction City Oregon

Contract 1106 2½ miles and 2 structures
bids received and
Award to
Action

I. B. G.

PR 149a

July 19,1929

Aetna Casualty & Surety Co.,
Eaton, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Attention: Mr. G. Cyrus Bishop.

At the request of Peart Brothers, Coquille, Oregon, to whom the State Highway Commission awarded the contract for construction of the bridge over Indian Creek on the Siuslaw Highway in Lane County, we are sending to you today by express four copies of this particular contract for execution of the bond.

When this bond has been properly executed will you please return all copies of the contract to this office for the execution on the part of the Highway Commission.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk.

HBG:JE
cc. Wm. Peart,
Swisshome, Oregon.

Swisshome Ore July 17

State Highway Commission
Salem Ore

Gentlemen

Please send the four copies to G. Cyrus Bishop. 319 Jeon Building Portland Ore He is the Agent for Aetna Casualty & Surety Co. I am sorry I made the mistake. I solicited them & return them to Salem and had signed them. So please send them to him and he will send to them.

Yours Truly
Ira Peart

ANSWERED
H. B. G.

PR 149a

July 11, 1939

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of Estimate as Basis for Project Agreement covering the Indian Creek Bridge, Project No. 149-A.

Very truly yours.

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert.
Office Engineer.

Incl.
Dict. by J. W. Nash/AF

Oregon State Highway Department

Project No. 140-A

KIGLAN CREEK BRIDGE

ON THE SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate as Basis for Project Agreement. Based on Contract Prices.)

July 11, 1923

90 cu. yds.	Excavation	$ 2.50	$ 225.00
10 cu. yds.	Excavation below plans	10.00	100.00
198 cu. yds.	Class "A" Concrete	21.00	4,086.00
110 cu. yds.	Class "D" Concrete	22.00	2,420.00
66,000 lbs.	Metal Reinforcement	.05	3,300.00
330 lin. ft.	Concrete Hand rail	4.00	1,320.00
All required	Remove old bridge and maint. traffic		300.00
	Sub-total		$11,750.00
	10% Engr. & Cont.		1,175.00
	Total		$12,925.00

Length of structure, 100 ft. = 0.020 miles
Cost per mile $631,250.00

State Funds Available	$4,885.93	
Federal Aid Requested	8,050.07	(62.23%)
	$12,936.00	

State funds for construction; Chap. 175, Laws 1917; Chap. 31, Laws 1923.

State funds for maintenance; Res. Aug. 17, 1917; Chap. 257, Laws 1917.

PR 149a

July 3, 1929

William Peart,
600 Marshfield St.,
Coquille, Ore.

Dear Sir:

Replying to your letter of the first instant requesting the contract and bond form for the job that was awarded to you by the Highway Commission for the construction of the Indian Creek Bridge, wish to say that these forms are now in preparation and will be mailed to you shortly. In the meantime it will be entirely satisfactory for you to proceed with your plans for the construction of this bridge.

Yours very truly,

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

Coquille Ore July 1 29

State Highway Commission
Salem Ore

Gentlemen.

Pearl Bivo awarded Indian Creek Bridge June 27th.
Please send Contract and agreement and Bonds and well bind to them at once and oblige them

Yours Truly
Mrs Pearl
600 Marshfield Ave.
Coquille
Ore

Indian Creek Bridge
Same Co.

ANSWERED
H. B. G.

CONTRACT #1107,
1109, 1195, 1359,

PR 142-B Red Bridge-Drain Sec. 1930-1931

1107, 1109, 1195, 1359 Folder # 2

FORM E [illegible] 1M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, [illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

142 B

OREGON STATE HIGHWAY COMMISSION

SALEM
May 6, 1935.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Please refer to your letter of April 16th, regarding the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, particularly the last paragraph wherein you suggest that one description be prepared from Glen Rebert's map to cover the entire railroad right of way. We agree that this matter should be handled in that manner, and we are therefore returning under separate cover all data in connection therewith, (which you sent to us) with the request that you have this description prepared in the usual way and forward to us, with map for checking.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. H. Hackett
H.

CC to
R.H. Baldock

#1107

PR 142 B

March 14, 1933

Mr. F. H. Drake,
Attorney at Law,
508 Pacific Bldg.,
Portland, Oregon.

Dear Sir:

In response to your inquiry of March 13th we wish to advise that the Peak & Kinerson Contract No. 1107 for the grading of the Red Bridge--Drain Section of the Umpqua Highway in Douglas County was completed on November 22, 1930. This date is also considered the date of acceptance on the part of the State Highway Commission.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

PHONES BEACON 2106
BEACON 2109

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 308 PACIFIC BUILDING
PORTLAND, OREGON

March 13, 1933

RECEIVED
MAR 14 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:-

Will you kindly advise me of the date of acceptance, by the State of Oregon, of the completion of contract #1107, Project #1195, Peck & Inerson, Contractors, date of award -- July 25, 1929? An early reply would be appreciated.

Very truly yours,

F. H. Drake

FHD:RH

Nov. 22, 1930

Please be advised that we do not have a copy of a contract between George Williams and Edgar Hannan and Peck & Kinerson. However, the names of the following sub contractors appear on the final estimate; Edgar Hannan, L. Koppe, Hannan & Koppe and L. Koppe and Hannan.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

J. McF.

#1107

142

December 15, 1932

Mr. F. H. Drake,
Attorney at Law,
808 Pacific Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of December 13th concerning sub contractors on the Peck & Kinerson contract No. 1107 - Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Please be advised that we do not have a copy of a contract between George Wilsonand Edgar Hannan and Peck & Kinerson. However, the names of the following sub contractors appear on the final estimate; Edgar Hannan, L. Koppe, Hannan & Koppe and L. Koppe and Hannan.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

J. McF.

OFFICE PHONES BEACON 2106
BEACON 2109

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 306 PACIFIC BUILDING
PORTLAND, OREGON

December 12, 1932

RECEIVED
DEC 13 1932
OREGON
STATE HIGHWAY COMMISSION

Highway Commission
Salem, Oregon

Gentlemen:-

Some time ago, I received a copy of contract No. 1107, Project No. 1195, Contractor - Peck & Einerson.

My understanding is that a portion of this work was sublet to George Wilson and Edgar Hannon, or Edgar Hannon. I would appreciate it if you would send me a copy of the contract between Wilson and Hannon, or Hannon, with Peck & Einerson in connection with this project, or any portion thereof. Also copy of the bond furnished by Hannon to the State or original contractors.

Thanking you in advance, I am,

Very truly yours,

FHD:RH

F. H. Drake.

142B

December 6, 1932

Mr. J. N. Hart
Attorney at Law
Railway Exchange Building
Portland, Oregon

Dear Sir:

In conformance with your request of yesterday we are enclosing certified copies of notices of claim of R. F. Koppe, in the sums of $1,046.65 and $480.57, against the surety bond taken from Peck & Einerson and United States Fidelity & Guaranty Company in connection with State Highway Contract No. 1107, which was awarded to Peck & Einerson for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

There is no charge for these certified copies and we are, therefore, returning your check numbered 6277 drawn on The American National Bank.

Very truly yours,

Secretary

AJ

J. N. HART
ATTORNEY AT LAW
515 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

December 5, 1932

State Highway Commission
SALEM, Oregon

Gentlemen:

On or about October 28, 1930, I mailed to you notices of claim of R. F. Koppe, one being for $1046.65 and the other for $480.87. These claims were against the bond of Peck & Einerson, contractors, for work on the Red Bridge-Drain section of the Umpqua Highway, contract No. 1107. The U. S. Fidelity & Guaranty Company is surety on this bond.

Inasmuch as the case brought by Mr. Koppe on account of this work will be for trial in a few days, I will need a certified copy of these two claims, as filed with you. Will you please prepare certified copy of these two claims and send same to me at once. I am enclosing my check with the amount left blank. You are authorized to fill in the amount of your fees for this service.

Very truly yours,

J. N. Hart

J. N. HART.

JNH:CH
Encl.

RECEIVED
DEC 6 1932
OREGON
STATE HIGHWAY COMMISSION

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. 142-B-

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
OCT 12 1932
OREGON
STATE HIGHWAY COMMISSION

October 10, 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caulfield
L. J. Caulfield
Highway Engineer

Encl.

Apr 6133

Oregon Federal Aid Project
No. 142, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 9, 1929, by the State Highway Commission of Oregon, and on December 4, 1929, by the Acting Secretary of Agriculture, as amended by "Modifications of Project Agreement" signed on September 25, 1930, and October 22, 1931, respectively, by the said State Highway Commission, and on October 14, 1930, and October 14, 1931, respectively, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 142, Section B; and

WHEREAS, the plans and specifications previously approved for said Section B provided for the construction of 10.069 miles of road with oil treated crushed rock surfacing, and two bridges of more than 20 ft. clear span 0.026 of a mile in length, in Douglas County, for which the estimate of cost approved was $297,862.18, and $184,089.67 Federal funds were set aside to the credit of said Section B; and

WHEREAS, the construction of said Section B in accordance with the plans and specifications previously approved therefor has been completed, finally inspected, and accepted, at a total

cost of $301,287.15, and voucher in the sum of $183,925.67 has been passed for payment as the share of the Federal Government on said Section B; and

WHEREAS, the said State Highway Commission of Oregon now requests a reopening of said Section B and a revision of the plans, specifications and estimate approved therefor to provide for the construction of bituminous macadam surfacing 2-7/8 inches thick and 18 ft. wide over its entire length, at an estimated cost of $49,697.45; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from the previous actual cost of $301,287.15 to $350,984.60, and that the Federal funds approved and set aside to the credit of said Section B be increased from the previous actual payment of $183,925.67 to $195,455.98;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of one hundred ninety-five thousand, four hundred fifty-five and 98/100 dollars ($195,455.98) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause(d) to read:

"(d) By the State, in addition to funds heretofore provided, from funds available in accordance with Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $338,650.90, Federal Aid $187,978.23; two bridges, actual cost $12,333.70, Federal Aid paid $7,477.75."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred ninety-five thousand, four hundred fifty-five and 98/100 dollars ($195,455.98), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three hundred fifty thousand, nine hundred eighty-four and 60/100 dollars ($350,984.60), the approved total estimated cost of Section B of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the State Highway Commission of Oregon on the

12th day of August, 1932,
and the Secretary of Agriculture on the 28th
day of September, 1932.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

_____
Acting Secretary of Agriculture

Oregon Federal Aid Project
No. 142, Section B.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 142, Section B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 350,984.60 in lieu of the previous actual payment of $183,925.67 as the total estimated cost of said project, and the sum of $ 195,455.98/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 28th day of September one thousand nine hundred and Thirty-two

M. L. Wilson
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM S A 1 721 5M 6-31

Form 87—4174—2500—5-32

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

RECEIVED
AUG 29 1932
OREGON
STATE HIGHWAY COMMISSION

Date Aug.27, 1932, *193*

Job name Red Bridge Drain
Bandon- China Cr.

Week from Aug. 19 *to* Aug.27

Mail address Grants Pass, Oregon

Highway Umpqua - Oregon Coast 142-B

Telegraph or telephone address Bandon, until Sept.1

County Douglas - Coos *Job prefix* 6 P S

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Second seal was applied to Bandon - China cr. section of Oregon Coast.

Second seal was completed on Red Bridge - Drain section of Umpqua Hwy.

Mr. H.G.Smith and Mr. E.A.Cellier were over Red Bridge - Drain section to day.

Mr. John Schuyleman , pilot car driver quit Aug. 27 , it is my plan to transfer a flagman to this and hire a local flagman at Bandon for the two days and then a local at Grants Pass for the six days which will complete the season for flaging except the one or two days necessary to second seal the Grants Pass section.

The schedule is as contemplated last week;

Second seal - Denmark - Sixes- Aug. 30 - 31

0 - 11 at Grants Pass - start Sept. 5 -

Do shoulders at Bandon - China Cr. in interval between first and second seal of Grants Pass- Project.

RECEIVED
AUG 29 1932

NOTED H. D. SMITH

(See back of this sheet for instructions and detailed information)

Signed F. E. Goodnight

Title Res. Engr.

FORM B A-1 721 SM 8-31

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be measured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

Oiling Work ~~PAVING WORK~~

Total miles paving in project 10 at Drain

Miles paving completed 4.7 at Barden both completed with second seal.

Total square yards in project .....

Square yards completed to date total

Average daily square yards this week .....

Miles shoulders completed both sides 4.5 miles sealed on three days.

Contractor's average force for week 2 - 20 man shifts,

..... *teams,* 4 large 3 small *trucks*

Job will be completed about Drain unit Complete. Shoulders to be made at Barden.

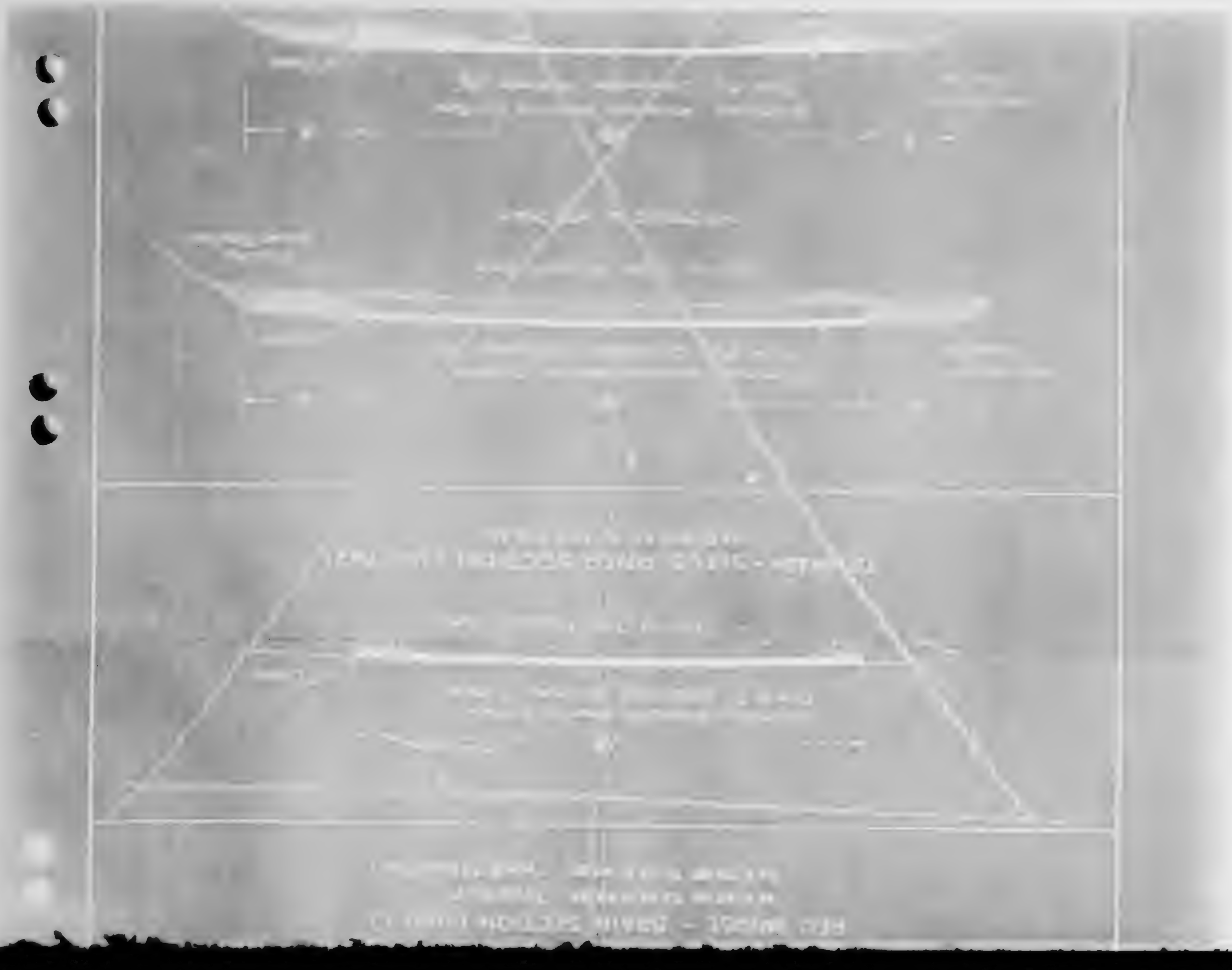
Number of men in Engineering Party 10 men.

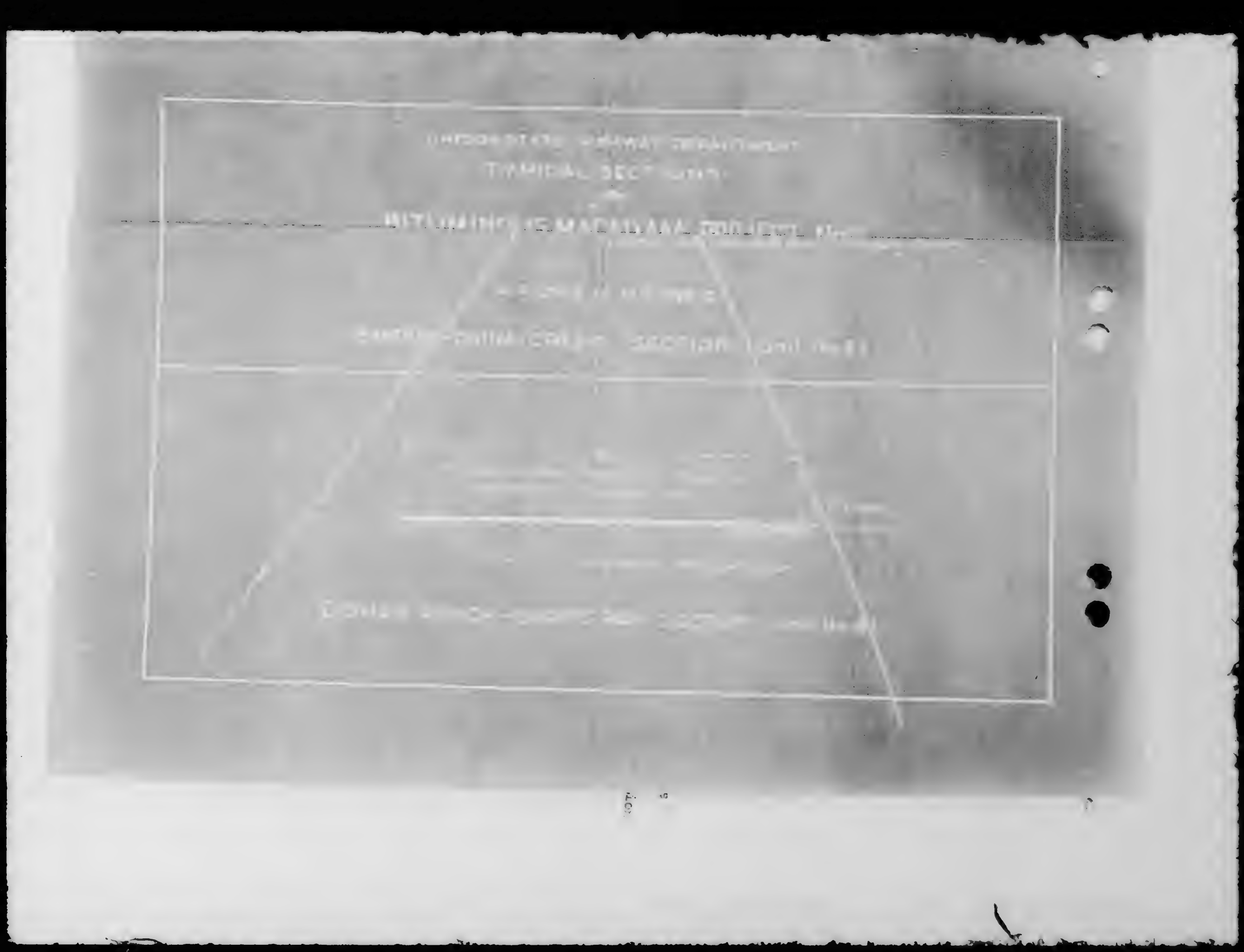
DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 6 P S ..... *Percentage* 100
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

DENMARK - SIXES RIVER SECTION (Unit No 2)





66 66

June 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Red Bridge-Drain Section, Project No. 142-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

E. E. Probert,
Office Engineer.

Dict. by J. W. Nash/HH.

encl.

Oregon State Highway Dept. Project No. 143-B (Resp)

RED BRIDGE-DRAIN SECTION OF
THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for modified agreement-based on low bid prices)

Salem, Oregon June 23, 1952

Statement of Completed Work

Roadway

Agreement Estimate		$ 259,620.50
Engineering and Contingencies		16,782.61
Overruns		12,550.34
	Total	$ 288,953.45

Bridges over 20' Span

Final Estimate		$ 10,925.93
Engineering and Contingencies		1,409.77
	Total	$ 12,335.70

Total cost of Completed Work	$ 301,287.15

Total Cost on which Federal Aid was computed:

Roadway -	$ 285,582.55
Bridges	12,016.32
Total	$ 297,598.87

Total Cost on which Emergency Advance Funds were computed, Roadway-	$ 9,333.69

Total Federal Aid Paid:

Roadway -	$ 176,447.92
Bridges	7,477.75
	$ 183,925.67
Total Emergency Advance Funds Paid Roadway -	$ 4,252.52

Length of Roadway (excluding bridges)		10.069 miles	
" " Jack Cr.Br.	52 ft.		
" " Hardscrabble Cr.Br.	88 ft.		
	140 ft.	.026	"
" " Project		10.095	"
Cost per mile, Roadway -			$ 28,697.53
Federal Aid paid per mile, Roadway -			$ 17,525.87

New Work, Roadway

Bituminous Macadam Wearing Surface Type B-7

10.0 miles	Preparation of Base	$50.00	$ 500.00
12,000 cu.yd.	Placing Mineral Aggregate	1.00	12,000.00
25,500 yd.mi.	Hauling Mineral Aggregate	0.15	3,825.00
750 tons	Asphalt in Place	18.65	13,914.50
90 tons	Emulsified (or Cut-back) Asphalt in Seal Coat	18.50	1,665.00
			$ 31,904.50

Aggregate for Bituminous Macadam (contract 1195)

5,600 cu.yds.	2" - 1½"	Materials	in	Stockpile	1.25	$ 7,000.00
2,600 " "	1½"-1"	"	"	"	1.25	3,250.00
1,200 " "	1" - ½"	"	"	"	1.25	1,500.00
1,700 " "	½" - ¼"	"	"	"	1.25	2,125.00
						$ 13,875.00
						$ 45,179.50
	10% Engr. & Cont.					4,517.95
					Total	$ 49,697.45

Length of Roadway - 10.069 miles

Cost per mile, New Work $ 4,935.68

Federal Aid per mile allowable on new work

$18,869.00 - $17,525.87 = $ 1,145.13

Federal Aid Requested - $ 1,145.13 x 10.069 = $11,530.51

Oregon State Highway Dep[illegible] Project [illegible].Nm. 142-B(Reop)

S U M M A R Y

Item	Total Cost	Federal Aid	Advance Funds	State Funds
Roadway				
Old Work	$238,985.45	$176,447.92	$ 4,242.59	$108,282.94
New Work	40,697.45	11,550.51	———	29,167.14
	$338,680.90	$187,978.43	$ 4,242.59	$146,450.08
Bridges (Non reopened)				
Old Work	$ 12,555.70	7,477.75	———	$ 4,855.95
	259,934.60	$195,455.98	$ 4,242.59	$151,306.03

FORM S A-1 721 5M 9-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

142-B

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

May 11, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed six copies of estimate accompanying plans and five bid proposals for each of the following projects:

Project No. 70-B - Denmark-Sixes River Section
Project No. 142-B - Red Bridge-Drain Section
Project No. 167-B - Sand Station-Washington State Line

Under separate cover, we are sending five blueprint sets of plans and one set of original cross-sections for Project No. 167-B, and five blueprint copies of Sheet No. 2 of the plans for Project No. 142-B. The typical sections for bituminous macadam, shown on the plans for Project No. 70-B, is correct on the copies of the plans which you now have.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department. Project No. 142-B (Resp.)

[redacted] BRIDGE-DEAD SECTION OF

THE [redacted] HIGHWAY IN DOUGLAS COUNTY

(Estimate accompanying bituminous macadam specifications. Not as basis for modified agreement.)

Salem, Oregon, May 9, 1932.

Statement of Completed Work

Roadway

Agreement Estimate	$259,620.30
Engineering and Contingencies	16,782.61
Overruns	12,580.54
Total	$288,983.45

Bridges over 20' Span

Final Estimate	$ 10,923.36
Engineering and Contingencies	1,409.77
Total	$ 12,333.13

Total cost of Completed work	$301,287.18
Total Cost on which Federal Aid was computed:	
Roadway -	$285,268.86
Bridges -	12,018.32
Total	$297,288.68
Total Cost on which Emergency Advance Funds were computed, Roadway -	$ 9,333.89
Total Federal Aid Paid:	
Roadway -	$178,447.92
Bridge -	7,477.75
	$185,925.67
Total Emergency Advance Funds Paid:	
Roadway -	$ 4,242.89

Length of Roadway (excluding bridges)		10.069 miles
" " Jack Cr. Br. -	52 ft.	
" " Hardscrabble Cr. Br. -	88 ft.	
	140 ft.	.026 "
" " Project		10.095 "

Cost per mile, Roadway - $ 25,697.85
Federal Aid Paid per mile, Roadway - $ 17,522.87

New Work, Roadway

Bituminous Macadam Wearing Surface, Type B-7 (Estimated Prices)

10.0	miles	Preparation of Base	$30.00	$ 300.00
12,000	cu.yds.	Placing Mineral Aggregate	1.10	13,200.00
25,800	yd. mi.	Hauling Mineral Aggregate	.15	3,825.00
730	tons	Asphalt in Place	20.00	14,600.00
90	tons	Emulsified (or Cut-back) Asphalt in Seal Coat	19.00	1,710.00
				$ 33,635.00

Aggregate for Bituminous Macadam (Contract 1195)

5,000	cu.yds.	2"-1½" Mtls. in Stockpile	$ 1.25 low bid	$ 7,000.00
2,600	cu. yds.	1½"-1" " " "	1.25 " "	3,250.00
1,200	cu. yds.	1"-½" " " "	1.25 " "	1,500.00
1,700	cu. yds.	½"-¢" " " "	1.25 " "	2,125.00
				$ 13,875.00
				$ 47,410.00
		10% Engr. & Cont.		4,741.00
		Total		$ 52,151.00

Length of Roadway - 10.069 miles
Cost per mile, new work - $5,179.56

Federal Aid per mile allowable on new work -
$18,669.00 - $17,523.87 = $1,145.13

Federal Aid Requested - $1,145.13 x 10.069 = $11,530.51

SUMMARY

Item	Total Cost	Federal Aid Funds	Reserve Advance Funds	State Funds
Roadway:				
Old Work	$268,953.45	$176,447.92	$4,242.50	$108,262.84
New Work	72,151.00	11,530.51 (22.541+%)	--	60,620.49
	$341,104.45	$187,978.23	$4,242.50	$148,883.33
Bridges: (Non-reopened)				
Old Work	12,333.70	7,477.75	--	4,855.95
Totals	$353,438.15	$195,455.98	$4,242.50	$153,739.28

#1107
Douglas Co
P[illegible]42 B3

January 11, 1952

Mr. Harry E. Noot,
Adjustment Bureau,
Cottage Grove, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 7th inst., concerning the claim of Glen Huskins of Drain, Oregon, against Edgar Hannen, who was a subcontractor under Peck & Kinerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

I have checked our records and find that we have made final settlement with Peck & Kinerson for this work. We have no funds on hand, therefore, that are due or owing to these contractors at the present time.

The bond furnished by Peck & Kinerson was for the purpose of protecting claims incurred against that particular project, whether incurred by the original contractors, or subcontractors, or their agents. The bond is all that the State Highway Commission can offer to Mr. Huskins for the protection of his claim. As to what action he takes to recover, is for him to decide. I would suggest, however, if Mr. Huskins has not already done so, that he file notice of his claim with the Secretary of State in accordance with the provisions of the statute covering matters of this kind. We refer to Chapter 280 of the laws for 1951.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

Harry W. Neet
ADJUSTMENT BUREAU

[redacted]
[redacted]
Cottage Grove, Oregon
Jan. 7, 1932

RECEIVED
JAN 9 1932

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

In reply to your letter of December 3rd. written to Mr. Clem Huckins of Drain, Oregon, wherein he is claiming a lien against the bond of the U. S. Fidelity and Guaranty Co., Walter F. Cline agent, at Portland, Oregon. That on February 23, 1931 a lien was filed against the bond of the said U. S. Fidelity and Guaranty Co. Since that time the right has expired with the Bonding company which they promised to take care of the claim.

The last letter received from them was September 11, 1931 stating they would immediately check up with Mr. Hannan as to the amount of supplied furnished by Mr. Huckins; further stated that we would get the check sooner if permission was granted the company before Mr. Huckins filed the suit.

They have promised so many times to take care of this claim and each time when their promise to pay was due they have always furnished some alibi.

It seems as though there is some way of forcing them to pay this without filing suit against them on the lien.

About September 15th. the U. S. Fidelity and Guaranty Co. requested that Mr. Huckins make an affidavit as to the goods furnished and how they were used, the truck the gas and oil was used in and etc. This was done in which they promised to mail a check upon receipt of this affidavit. Still they declined to mail the check.

Yours very truly
Harry W. Neet

HWN/ER

final suit

#1107
Douglas Co

PF 1423

December 31, 1931

Mr. Clem Hucking,
Drain,
Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of December 30, in which you inform us that you have a claim against Mr. Hannon, who was a contractor on the Drain and Red Bridge Section of the Umpqua Highway.

We believe that you have reference to State Highway Contract No. 1107, which was awarded by the State Highway Commission to Peck & Emerson of Hoquiam, Washington, for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, and evidently Mr. Hannon was a subcontractor under Peck & Emerson.

In connection with the above described project, the contractors were required to furnish the State with a surety bond for the protection of claims, whether incurred by the original contractors or their subcontractors. This bond was written by the United States Fidelity & Guaranty Company for which Walter F. Cline is the local agent, with offices in the Porter Building, Portland.

The time limit provided by the Oregon statutes has expired for the filing of claims against the bond above mentioned, as the contract was completed on November 22, 1930. Nevertheless, we would recommend that you take the matter up with the agent for the bonding company, and if you secure no satisfaction that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931, a copy of which is enclosed for your further information. No charge is made by the Secretary of State for the filing of these claims.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

AJ

RECEIVED
DEC 31 1931
OREGON
STATE HIGHWAY COMMISSION

PR 142B

Main Dre
12-30-31

State Highway Engr
Salem Ore. —
I have a bill against
Mr. Harrison, who was
a contractor on the
S Main & Rd bridge
section of the Umpqua
Highway. I have had
a collector after this
bill for over a year
but for some reason
he is unable to
get it. Can you give
me any advice how
this bill can be
collected? I understand
these contractors

F AGRICULTURE

)ADS

Post Office Building
Portland, Oregon.
November 4, 1931.

RECEIVED
NOV 5 1931
OREGON
STATE HIGHWAY COMMISSION

your files an executed copy
t agreement and certificate
pt.

yours,

INCH
gineer

aufield
y Engineer.

roved copy each of the
he modified project
special provisions.

Reg. Hdqtrs. Date JUL 2 8 1931

PR 142B

are put under bonds
for labor, and people
furnishing stand
supplies. If so there
should be some way
I can collect this
bill, for gas & oil
for road equipment
Yours Respectfully
Clem Hutchins

E

fice Building
d, Oregon.
mber 4, 1931.

EIVED
V 5 1931
OREGON
HWAY COMMISSION

an executed copy

and certificate

each of the
project
ovisions.

Reg. Hdqtrs. Dallas, ... JUL 2 0 1931

PR(142B

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 142-B (Emergency)

Post Office Building
Portland, Oregon.

November 4, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 5 1931
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

By L. J. Caufield
L. J. Caufield
Highway Engineer.

P.S. Enclosed also are an approved copy each of the detail estimate upon which the modified project agreement was based, and the special provisions.

Reg. Hdqtrs. Date JUL 28 1931

A4pr 6133

Oregon Emergency Federal Aid Project No. 142, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 9, 1929, by the State Highway Commission of Oregon, and on December 4, 1929, by the Acting Secretary of Agriculture, as amended by "Modification of Project Agreement" signed on September 25, 1930, by the said State Highway Commission, and on October 14, 1930, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 142, Section B, now designated as Oregon Emergency Federal Aid Project No. 142, Section B; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section B to provide for the construction of an oil treated crushed rock wearing surface 20 ft. wide and 5/8 of an inch thick over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $283,306.45 to $297,862.18, and that the Federal funds approved and set aside to the credit of said Section B be increased from $176,301.59 to $184,089.67; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act of December 20, 1930

Reg Hdqtrs. Date JUL 2 3 1931

(Public No. 550 - 71st Cong.), be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon, and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be further amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate, and the sum of one hundred eighty-four thousand, eighty-nine and 67/100 dollars ($184,089.67) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (a) to read:

> "(a) By the State, $5,198.00, which may be provided in whole or in part from the State's apportionment of 'Advance Funds' under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such 'Advance Funds', together with any additional amount necessary to cover the State's share of the cost of construction not otherwise provided shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (b) of Article III shall read:

> "(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered

Reg. Hdqtrs. Date JUL 2 3 1931

by this agreement are, respectively, as follows: Roadway, approved estimate $585,588.33, Federal Aid $176,447.98; 2 bridges, approved estimate $12,279.85, Federal Aid $7,641.75."

To Article III shall be added paragraph (e) to read:

"(e) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of 'Advance Funds' under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.), shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of one hundred eighty-four thousand, eighty-nine and 67/100 dollars ($184,089.67), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred ninety-seven thousand, eight hundred sixty-two and 18/100 dollars ($297,862.18), the approved total estimated cost of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

"The Highway Department will use every means within its power to insure proper and permanent

Reg. Hdqtrs. Date JUL 2 3 1931

maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 22nd day of October, 1931, and the Secretary of Agriculture on the 14th day of October, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission.

_____
Acting Secretary of Agriculture.

Oregon Federal Aid Project No. 142, Section B.

Reg. Hdqtrs. Date JUL 2 3 1931

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road ~~between~~

~~locally known as~~

and designated in the records of this Department as Emergency Federal Aid Project No. 142-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of ~~$ 297,662.18~~ in lieu of the $176,301.59 approved by Certificate of Oct. 14, 1930, as the total estimated cost of said project, and the sum of ~~$ 134,089.67~~ / as the authorized Federal pro rata share of the United States, payable under said acts on account of such project, which does not exceed ~~the~~ / ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 14th day of October one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

Aug 5

GOVERNMENT PRINTING OFFICE 8—4820

FOR APPROVAL

Reg. Hdqtrs. Date JUL 28 1931

SPECIFICATION FOR OILING OF MACADAM BASE

RED BRIDGE-DRAIN SECTION

Oregon Federal Aid Proj. No. 142-B

1. Description: As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: 20 feet with extra width as required.

3. Size of Aggregates: Grade "B" - 1 inch to ½ inch
   Grade "A" - ½ inch to ¼ inch

4. Oil: No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:

   a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

   d. Spread Grade "B" Rock, 0.015 cubic yards per square yard. Blade, broom and roll.

   e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, 0.30 gallon per square yard.

   f. Spread Grade "A" Rock, 0.008 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray: The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution

EXAMINED AND RECOMMENDED
FOR APPROVAL .....
Reg. Hdqtrs. Date JUL 28 1931

6. Use of Water Spray - Continued

made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects: Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

#1107
Douglas
PP 142B

October 17, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Dear Sirs

This is to acknowledge receipt of your letter of the 13th instant in which you inclose a notice of claim of R. F. Koppe for labor performed in the sum of $1,046.65 in connection with the contract awarded to Peck & Kinerson for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract No. 1107.

This information is being given to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

October 17, 1931

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith copy of the notice of claim which has been filed in the office of the Secretary of State by R. F. Koppe for labor performed in the sum of $1,046.65 in connection with the contract awarded to Peck & Kinerson for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract No. 1107.

This information is given you since you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc Peck & Kinerson
Box 894
Hoquiam, Washington

. Hoss
Secretary of State

C. N. LAUGHRIGE,
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

October 13, 1931

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we received and filed as of this date, a notice of claim by R. F. Koppe for labor performed in the sum of $1,046.65 against the bond taken from Peck & Einerson, principals, and United States Fidelity & Guaranty Company, surety, for work on the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, State Highway contract No. 1107.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige

Yours very truly,

Hal Hoss

Secretary of State.

EL:HM
encs.

RECEIVED
OCT 1, 1931

United States of America

STATE OF OREGON

NOTICE OF CLAIM

TO THE STATE OF OREGON, and TO WHOM IT MAY CONCERN:

Notice is hereby given that the undersigned, R. F. Koppe, has a claim for laying pipe, excavating in connection therewith, constructing culverts and excavating in connection therewith, in the sum of $1,046.65 against the bond taken from E. C. Peck and Jacob Einerson, co-partners as Peck & Einerson, which bond was executed by the United States Fidelity & Guaranty Company, as surety, for the work of grading the Red Bridge-Drain section of the Umpqua Highway in Douglas County, Oregon, said contract having been executed by said Peck & Einerson and known as contract Number 1107.

Dated this 10th day of October, 1931.

R. F. KOPPE

United States of America

STATE OF OREGON

NOTICE OF CLAIM

TO THE STATE OF OREGON, and TO WHOM IT MAY CONCERN:

Notice is hereby given that the undersigned, R. F. Koppe, has a claim for laying pipe, excavating in connection therewith, constructing culverts and excavating in connection therewith, in the sum of $1,046.65 against the bond taken from E. C. Peck and Jacob Einerson, co-partners as Peck & Einerson, which bond was executed by the United States Fidelity & Guaranty Company, as surety, for the work of grading the Red Bridge-Drain section of the Umpqua Highway in Douglas County, Oregon, said contract having been executed by said Peck & Einerson and known as contract Number 1107.

Dated this 10th day of October, 1931.

R. F. KOPPE

Endorsed: File No. 1016
Filed October 15, 1931
HAL E. HOSS,
Secretary of State.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by R. F. Koppe for labor performed in the sum of $1,046.65 against the bond taken from Peck & Einerson, principals, and United States Fidelity & Guaranty Company, surety, for work on the Red Bridge-Drain section of the Umpqua Highway in Douglas County, State Highway contract No. 1107, with the original notice filed in the office of the Secretary of State on October 13th, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by R. F. Koppe for labor performed in the sum of $1,046.65 against the bond taken from Peck & Einerson, principals, and United States Fidelity & Guaranty Company, surety, for work on the Red Bridge-Drain section of the Umpqua Highway in Douglas County, State Highway contract No. 1107, with the original notice filed in the office of the Secretary of State on October 13th, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with all endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 13th day of October, A. D. 19 31.

Hal E Hoss

Secretary of State

Form 30—F-21635—5M—5-31

PR 142 E

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 7, 31, 193..

Job name Burchard-Vandling Creek

Williams Creek to ...

Week from Sept. 27 to Oct. 3

Mail address Reedsburg Oregon

Highway ...

Telegraph or telephone address ...

County Douglas Job prefix 10-D-3

Express and freight address ...

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractors had two men working on miscellaneous finishing most of the week. This work is completed and I released these men last Friday. Benedict was over the work the first of the week and requested certain work be done. This has been cleaned up and Benedict was here Thursday and agreed to accept the work for the B.F.R.

The party spent the week in the office putting out the final on the west unit. This will be finished to-night and forwarded to Salem. Applegate spent two days placing barricades on the detours.

(See back of this sheet for instructions and detailed information)

Signed E. M. Booth

Title Asst. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 5.98

Miles completed 5.98

Miles completed except finishing .....

Total cubic yards in project 138,500

Cubic yards moved to date 138,500

Miles covered by contractor's forces .....

Miles cross-sectioned 5.98

Miles cross-sections completed and checked 4.0

Miles to be remeasured 0.0

Number men in Engineering Party 3

Contractor's average force for week ..... 4 ..... *men,*

..... 0 ..... *teams,* .... *steam shovels*

Grading work will be completed about ..... Sept. 1st. .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week .... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....

2. ..... *Percentage* .....

3. ..... *Percentage* .....

4. ..... *Percentage* .....

Form 30—F-30128—6M—1-31

OREGON STATE HIGHWAY DEPARTMENT

PR 1423

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 13th. 1931, 193....

Job name Red Bridge - Drain — *Week from* Sept. 6th. *to* 12th.

Mail address Elkton, Oregon.

Highway Umpqua — *Telegraph or telephone address* Elkton, Oregon.

County Douglas — *Job prefix* 10 P M-2 — *Express and freight address* Drain, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Completed final estimate Friday and gave same to Mr. E. A. Collier Friday afternoon. He was here with Mr. Roy Klein.

(See back of this sheet for instructions and detailed information)

Signed V. E. Roberts

Title R.E. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 10.10

Miles completed 10.10

Miles partially done 0.00

Total cubic yards in project 61,116.0

Cubic yards produced to date 61,116.0

Average daily yardage produced this week xxxxxx

Average daily yardage necessary to complete on time xxxxxx

Contractor's average force for week xxxxxx *men,*

xxxxxx *teams,* xxxxxx *trucks*

Project xxxx *completed about* Aug. 18th. 1931

Number of men in Engineering Party xxxx

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10 P M- 2 ..... *Percentage* 20
2. ..... 10 P T ..... *Percentage* 40
3. ..... 10 P U ..... *Percentage* 40
4. ..... *Percentage* .....

CC CC PR1142B

September 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Red Bridge-Drain Section, Emergency Project No. 142-B. This estimate has been prepared for the purpose of requesting emergency funds for the State's share of cost of oiling the macadam base. The estimated unit price for the proposed oiling work does not include the cost of equipment rental. The aggregate used for this work has been included under the surfacing estimate, and only Federal Aid funds are being requested for that item.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. NASH,
Asst. Office Engineer.

JWN:ER

encl.

66

State Highway Department — Project No. 142-B

NEW BRIDGE-DRAIN SECTION
ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY
(Estimate as basis for modified agreement)

Salem, Oregon, Sept. 11, 1933.

GRADING

All Required					
117,500	cu. yds.	Clearing and Grubbing		low bid	$ 9,000.00
52,000	" "	Common Excavation	$ .35	" "	38,709.00
77,500	" "	Intermediate Excavation	.85	" "	17,100.00
210,400	yd. sta.	Solid Rock Excavation	.88	" "	65,875.00
18,740	yd. mi.	Overhaul	.015	" "	3,138.00
8,450	lin. ft.	Truck Haul	.22	" "	4,342.00
420	" "	18" Concrete Pipe	2.25	" "	7,762.50
270	" "	24" " "	3.09	" "	1,523.70
28	" "	30" " "	4.14	" "	703.80
1,500	" "	36" Corr. Galv. Iron Pipe	5.00	" "	125.00
280	cu. yds.	6" Porous Drain Tile	0.38	" "	570.00
50,000	lbs.	Class "A" Concrete	18.00	" "	5,040.00
250	cu. yds.	Metal Reinforcement	.065	" "	1,950.00
		Rock or Gravel Backfill	1.00	" "	250.00
					$130,978.00

SURFACING

7,000	cu. yds.	Sub-base Matls. in Surfacing	$ 2.45	low bid	$ 17,150.00
18,730	" "	Base Matls. in Surfacing	2.45	" "	45,815.00
2,500	" "	Top Matls. in Surfacing	2.45	" "	6,125.00
6,500	" "	Screenings in Surfacing	2.45	" "	15,925.00
8,000	" "	Filler	0.50	" "	1,600.00
24,000	yd. mi.	Filler Haul	0.15	" "	3,600.00
1,770	cu. yds.	1" - ½" Matls. in Stock Pile	1.25	" "	2,212.50
940	" "	½" - ¼" " " " "	1.25	" "	1,175.00
2,700	yd. mi.	Hauling Br. Stone (Pile Mens.)	.15	" "	405.00
					$ 94,207.50
		Sub-total (Post Road Portion)			250,160.50
		10% Engr. & Cont.			25,016.05
		Total (Post Road Portion)			$ 275,176.55

Oiling Macadam Base

110,000	sq. yds.	Oiling (State Forces)	$ 0.08 est.	$ 8,800.00
				8,800.00
		10% Engr. & Cont.		880.00
		Total (Emergency Fund Portion)		$ 9,680.00
				$ 259,656.50
		10% Engr. & Cont.		25,965.65
		Total, Roadway.....		$ 285,622.15

[illegible] CREEK BRIDGE

65	cu. yds.	Excavation	$ 2.00	low bid	$ [illegible]
5	" "	Excavation below plans	2.00	" "	10.00
86	" "	Class "A" Concrete	23.00	" "	1,955.00
60	" "	Class "D" Concrete	25.00	" "	1,[illegible]
12,800	lbs.	Metal Reinforcement	.05	" "	1,615.00
126	lin. ft.	Concrete Handrail	5.00		630.00
All Required		Remove old bridge & maint. traffic			[illegible]
					$ 6,[illegible]

JACK CREEK BRIDGE

75	cu. yds.	Foundation Excavation	$ 1.00	low bid	112.00
5	" "	Excavation below plans	10.00	" "	50.00
72	" "	Class "A" Concrete	23.00	" "	1,656.00
25	" "	Class "D" Concrete	25.00	" "	905.00
25,800	lbs.	Metal Reinforcement	0.05	" "	1,173.00
114	lin. ft.	Concrete Handrail	5.00	" "	570.00
900	cu. yds.	Channel Excavation	0.50	" "	450.00
All Required		Remove old bridge & maint. traffic			[illegible]
					$ 4,[illegible]
					$ 4,848.50

Sub-total	$ 11,163.50
10% Engr. & Cont.	1,116.35
Total (Bridges)	$ 12,279.85

Length of Roadway (excluding bridges)		10.069 miles
Length of Jack Creek Bridge	52 feet.	
Length of Hardscrabble Crk. Bridge	88 feet	
Length of Structures	140 feet	.026 miles
Total length of project		10.095 miles

Cost per mile, Roadway $28,382.33

SUMMARY

Item	Total Cost	Federal Aid Funds	Emergency Funds	State Funds
Roadway				
Post Road Portion	$275,190.33	$ 171,255.92	$ --	$103,942.41
Adv. Fund Portion	10,394.00	5,192.00	5,192.00	--
	$285,582.33	$ 176,447.92	$5,192.00	$103,942.41

8 Bridges	$ 11,272.24	$ 7,863.73	$ -.-	$ 4,000.00
	$197,908.13	$ 184,080.07	$6,198.80	$106,000.00

State funds for construction Chapter 175, Laws 1917; Chapter 51, Laws 1920.

State funds for maintenance Chapter 41, Laws 1917.

#1107

September 3, 1931

142-b

Mr. Herbert W. Lombard,
Attorney at Law,
First National Bank Bldg.,
Cottage Grove, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of September 2nd with further reference to claim of Knowles & Graber against Peck & Simerson in connection with their contract No. 1107 - Red Bridge-Drain Section of the Umpqua Highway.

Please be advised that this contract was completed on November 22nd, 1930. Final payment was made on February 13th, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict.by J. McFarland.

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

September 9, 1931

State Highway Commission
Salem, Oregon

Gentlemen:

On or about May 6th, 1931 on behalf of Knowles & Grisher of Eugene a claim was filed against the bond of P C Peck and Jacob Pierson on the Red Prairie section of the Pacific Highway in Lane County, said claim being in the sum of $7.55.

This has not yet been settled by the bonding Company, to-wit: U S Fidelity & Guaranty Co., and will you kindly advise if the contract has been settled in full?

Completed Nov. 22, 1930
Final payment made Feb. 13, 1931.

Very truly yours,

Herbert W. Lombard

job over when he is there again this week.

RMK

RAK:HI

PR142

August 24, 1931

Mr. Cool of Drain and two Messrs. Butler of Elkton called today and talked to Collier and me about surfacing the balance of the Paradise Creek-Burchard Creek Unit. We told them that we did not want to surface it until next spring after the full settlement had been secured. Mr. Collier said he would look the job over when he is there again this week.

RMK

RAK:HI

Elkton, Oregon, August 20th, 1931

To the Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We, the undersigned residents and taxpayers of the Umpqua Road District between Paradise Creek and Burchard Creek, respectfully request your honorable body to proceed with the temporary surfacing of the balance of the road not included in the Elliott & Kidd contract, for the following reasons:

1st. We consider that the price for which the gravel is being furnished by Elliott & Kidd is at an unusally low figure, which cannot reasonably be expected to be equaled at a later date.

2nd. The gravel bar from which this gravel is being obtained yet contains, in our opinion, from 5000 to 6000 yards, and is the only gravel bar of any great value between Elkton and Scottsburg. After being disturbed as it is now, it may be entirely wiped out during the winter freshets.

3rd. We have bonded ourselves to assist in the building of this highway and would like to be able to adjust our fences and to reach the new highway at different points on the abovementioned road...

Respectfully Submitted:

W B Heatherly	Scottsburg
Fred Heatherly	"
O F & Burchard	
P C Lervenhagen	
August A. Lagabert	
Gard Sagaberd	

To Oregon State Highway Commission. (Cont'd)

Signatures:

F. P. Hutchinson	Elkton Ore
F B Solomon	Elkton "
C. D. Wobley	Elkton "
[illegible]	[illegible] "
[illegible]	[illegible] "
[illegible]	[illegible] "
R. L. Butler	Elkton. "

#1195

PR 142B

August 24, 1931

Mr. A. S. Wallace,
Roseburg,
Oregon.

Dear Sir:

Attached hereto is a copy of a letter that we have today received from Herbert W. Lombard, an attorney of Cottage Grove, regarding the claim of W. J. Ferguson, which was filed against you in this office a few days ago.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ
CC Fidelity & Guaranty Co.,
C. O. Price, Agent,
Porter Bldg., Portland

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

August 22, 1931

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: A S Wallace Contract
Surfacing Red Bridge-
Drain Section Umpqua
Highway

This is to notify you that the claim of W J Ferguson in the sum of $20 was just paid by Mr Wallace.

l/w

Yours truly,
Herbert W. Lombard

ANSWERED
H. B. G.

#1195
10PM-7

PR 1421B

August 21, 1931.

U. S. Fidelity & Guaranty Company,
C. O. Price, Manager,
Porter Building,
Portland, Oregon.

Gentlemen:

Attached hereto is a copy of a claim that we have today received from W. J. Ferguson, through his attorney Norbert W. Lombard of Cottage Grove, in the sum of $20.00 against A. S. Wallace, being for services rendered in connection with the contract awarded to Mr. Wallace by the State Highway Commission for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, being State Highway Contract #1195.

We are furnishing you this information as you appear as surety on the bond, furnished in connection with Mr. Wallace's contract.

Very truly yours,

STATE HIGHWAY COMMISSION

By Secretary

AJ

CC A. S. Wallace
Roseburg, Oregon

August 21, 1931

Mr. Herbert W. Lombard,
Attorney at Law,
First National Bank Bldg.,
Cottage Grove, Oregon.

Dear Sir:

Acknowledgment is made of the receipt of your letter of the 20th inst., enclosing claim of W. J. Ferguson against A. S. Wallace, being in the sum of $20.00 for services rendered Mr. Wallace in connection with the contract awarded to him by the State Highway Commission for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

August 20, 1931

RECEIVED
AUG 21 1931
OREGON
COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of W J Ferguson I am inclosing herewith claim pursuant to law against the bond of A S Wallace on the Red Bridge- Drain section of the Umpqua Highway in Douglas County, project #1297, contract #1195.

Kindly acknowledge receipt of same.

Yours truly,

Herbert W. Lombard

l/w
enc

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that W J Ferguson of Drain, Douglas County, State of Oregon, has a claim for labor furnished to A S Wallace through W J Morrison, sub-contractor, said labor being truck driving as follows:

June 28th, one day	$6.00
June 29th, " "	6.00
June 30th, " "	6.00
July 1st,	2.00

or a total of $20.00, and against the bond taken from United States Fidelity & Guaranty Company for the work of grading and surfacing

of the Drain-Elkton Highway in Douglas County, State of Oregon, being project # 1297, contract # 1195.

Dated this 18th day of August, 1931.

W J Ferguson

#1195

PR 1423

August 19, 1931

Herbert W. Lombard
Attorney at Law
First National Bank Bldg.
Cottage Grove, Oregon

Dear Sir:

Responding to your request of the 18th instant I am handing you herewith a certified copy of state highway contract No. 1195, awarded by the State Highway Commission to A. G. Wallace for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

The Oregon Statutes provide a way for the securing of certified copies of contracts such as this, and that is by filing an affidavit of claim. The within copy is being sent to you in advance of the receipt of this affidavit as we thought perhaps you were in a hurry for it, but we will expect you to file this affidavit with us within the next few days.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HEG:FW
Inc.

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

August 18, 1931

RECEIVED
AUG 19 1931
OREGON

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I have a client who has a claim for labor against A S Wallace, contractor, who is getting out the rock and surfacing for the Drain-Elkton State Highway and would desire to secure a copy of the contract and bond.

Will you kindly forward this to me as his attorney.

Yours truly,

H. W. Lombard

l/w

ANSWERED
H. B. G.

RECEIVED
AUG 21 1931
OREGON

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed D. E. Roberts

Title Res. Engr.

Form 30—E-18708—2M—10-30

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

142-b

Date Aug. 8th. 1931, 193...

Job name Red Bridge - Drain (surfacing) Week from Aug. 2nd. to 8th.

Mail address Elkton, Oregon.

Highway Umpqua Telegraph or telephone address Elkton, Oregon.

County Douglas Job prefix 10 P M-2 Express and freight address Drain, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Completed laying base Wednesday. A few more yds. to go on to bring low places on the stretch from the slaughter house to Drain. Have the top all on to the Slaughter house. Expect to finish to Drain Sunday.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed D. E. Roberts

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 10.10

Miles completed 9.00

Miles partially done 10.10

Total cubic yards in project 60,300

Cubic yards produced to date 59,954

Average daily yardage produced this week 350

Average daily yardage necessary to complete on time XXXX

Contractor's average force for week ..... 40 men,

..... XXXX teams, ... 10 trucks

Project will be completed about ..... Aug. 15th. 1931

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 10 P M – 2 ..... *Percentage* ..... 20 .....
2. ..... 10 P T ..... *Percentage* ..... 40 .....
3. ..... 10 P U ..... *Percentage* ..... 40 .....
4. ..... *Percentage* .....

PR142.B

August 6, 1951.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed three signed copies of modified agreement for the Red Bridge-Drain Section, Project No. 148-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

New Post Office Bldg.,
Portland, Oregon

In reply please
refer to File No. Oregon F.A.P. 142-B

July 27, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. V. Caufield
L. V. Caufield
Highway Engineer

Encls.

Rd Br - Drain - Ditching

RECEIVED
JUL 28 1931
OREGON
STATE HIGHWAY COMMISSION

PR142B

July 23, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of July 20th, regarding the errors which were made on Voucher No. 5, covering F. A. Project No. 142-B. From the statement contained in your letter, it was apparently your intention to forward the voucher for payment for the amount which was submitted by us. We find, however, that three copies of the voucher were enclosed with your letter to us, and we are returning them herewith.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/KH.

encl.

FORM S-S-1 F-20048 500 1-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
H. S. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

July 29, 1931

Wren and Greenough
1025 Chamber of Commerce Bldg.
Portland, Oregon

File 10 PT

PR 142-D

Gentlemen:

In your contract for construction of the Elk Creek Tunnel section it is specified that all tunnel excavation shall be completed by not later than July 31, 1931. This date is at hand and due to various reasons, excavation of the tunnel is nowhere near complete.

We have federal aid emergency money available for work done before September 1, and not thereafter. The financing of this tunnel was based on the use of this federal aid available to the state, which will end September 1. It is therefore extremely important that this project be pushed during the next month.

We realize you have had considerable trouble getting suitable equipment to operate in your tunnel, but trust that your difficulties along this line have been overcome and that you will push this work to the limit, using three shifts during the next month, and that should the equipment now in place not prove satisfactory, you will immediately place such other equipment thereon as may be necessary to complete as much of this project as possible before September 1. The work done to date has been satisfactory as to quality, but both of us would be greatly pleased if you had made faster progress.

Please let me hear from you at your early convenience stating what plans you have made and what progress you expect to make during the next month so that we can make our plans for financing accordingly.

Very truly yours

R. A. Collier
Division Engineer

RAC:EF
cc R.A.Klein
cc G.E.Roberts

PP(1-2)13

July 2, 1931.

Mr. W. M. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

We are sending to you herewith the specifications, cost analyses and estimates for the proposed oiling work on the Rod Bridge-Drain Section, Federal Aid Project No. 143-B.

If this project is approved, please advise us as to the date upon which the work may be started.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

P. S. Prints of the revised typical cross-section sheet are being sent under separate cover.

S. H. P.

Oregon State Highway Department — Project No. 142-B

[redacted] SECTION

OF THE UMPQUA RIVER IN DOUGLAS COUNTY

(Estimate as basis for modified agreement)

Salem, Oregon, June 11, 1951

GRADING					
All Required	Clearing and Grubbing		low bid	$	5,000.00
117,500 cu. yds.	Common Excavation	$ .35	" "		38,700.00
52,000 cu. yds.	Intermediate Excavation	.35	" "		17,100.00
77,500 cu. yds.	Solid Rock Excavation	.65	" "		46,875.00
210,400 yd. sta.	Overhaul	.025	" "		5,196.00
19,760 yd. mis.	Truck Haul	.22	" "		4,342.00
5,450 lin. ft.	18" Concrete Pipe	2.25	" "		5,906.00
420 lin. ft.	24" " "	3.09	" "		1,328.70
170 lin. ft.	30" " "	4.14	" "		703.80
25 lin. ft.	36" Corr. Galv. Iron Pipe	5.00	" "		125.00
1,500 lin. ft.	6" Porous Drain Tile	0.58	" "		870.00
280 cu. yds.	Class "A" Concrete	18.00	" "		5,040.00
80,000 lbs.	Metal Reinforcement	.065	" "		1,680.00
250 cu. yds.	Rock or Gravel Backfill	1.00	" "		250.00
				$	135,972.50
SURFACING					
7,000 cu. yds.	Sub-base Matls. in Surfacing	$2.45	low bid	$	17,150.00
18,700 " "	Base Matls. in Surfacing	2.45	" "		45,815.00
2,600 " "	Top Matls. in Surfacing	2.45	" "		6,125.00
6,500 " "	Screenings in Surfacing	2.45	" "		15,925.00
6,000 " "	Filler	0.30	" "		1,800.00
24,000 yd. mis.	Filler Haul	0.15	" "		3,600.00
118,000 sq. yds.	Oiling (State Forces)	0.15	est.		15,340.00
				$	105,755.00
			Sub-total	$	241,727.50
			10% Engr. & Cont.		26,172.75
			Total (Roadway)	$	267,900.25
[redacted] GRAVEL TRUCK BRIDGE					
93 cu. yds.	Excavation	$ 2.00	low bid	$	130.00
5 " "	Excavation below plans	2.00	" "		10.00
85 " "	Class "A" Concrete	23.00	" "		1,955.00
60 " "	Class "D" Concrete	23.00	" "		1,380.00

32,500 lbs.	Metal Reinforcement	.05	low	bid	$1,615.00
186 lin. ft.	Concrete Handrail	5.00	"	"	930.00
All Required	Remove old bridge & maint. traffic				500.00
					$ 6,330.00

JACK CREEK BRIDGE

75 cu. yds.	Foundation Excavation	1.50	low	bid	112.50
5 " "	Excavation below plans	10.00	"	"	50.00
72 " "	Class "A" Concrete	23.00	"	"	1,656.00
35 " "	Class "D" Concrete	25.00	"	"	875.00
23,500 lbs.	Metal Reinforcement	0.05	"	"	1,175.00
114 lin. ft.	Concrete Handrail	5.00	"	"	570.00
900 cu. yds.	Channel Excavation	0.50	"	"	450.00
All Required	Remove old bridge & maint. traffic				35.00
					$ 4,943.50

Sub-total	$ 11,165.50
10% Engr. & Cont.	1,116.55
Total (Bridges)	$ 12,279.05

Length of Roadway (excluding bridges)		10.069 miles
" " Jack Creek Bridge	82 feet.	
" " Hardscrabble Crk. Br.	85 feet.	
" " Structures	140 feet	.026 miles
Total length of project		10.095 miles

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$287,900.53	$179,160.53 (62.25%)	$108,740.00
2 Bridges	12,279.65	7,541.75 (62.25%)	4,559.10
	$300,180.43	$186,802.28	$113,378.15

State funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

RED BLUFF-DEAN

Project No. 142-B

(Estimated Cost of Oiling Macadam Base by State Forces)

1. No. 2 Oil

Source	California Dry Districts		
Point of Delivery	Drain		
Cost at Source		$10.50 per ton	
Freight		5.60 " "	
Total- - - - - - -		$17.10 " "	or $.072 per gal.
Estimated cost of oil per square yard	0.85 gal. at $ .072		$.060

2. Production and Stockpiling of Aggregate (Contract No. 1195)

1" - ½" Metls. in Stock Pile		$ 1.25	per cu. yd.
½" - ¼" " " " "		1.75	" " "
Hauling broken stone (pile measure)		0.15	" yd. mile
Cost of Aggregate per square yard			
.015 cu. yd. 1" - ½" Metls	at $1.25	$.019	
.008 cu. yds ½" - ¼" "	at 1.75	.010	
.025 yd. mi. Haul (Aver. haul approx. 1 mi.)	at $.15	.025	
			$.052

3. Labor, Equipment and Supplies

As per attached statement	$249.75 per day	
Estimated daily run	10,000 sq. yds.	
Cost per square yard		.025
Estimated total cost for oiling macadam base		$.137 per sq.yd.
(Use)	5.00	$0.15

DAILY COST OF OILING CREW

EQUIPMENT

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	"	20.00
3	Tender Truck Trailers	"	5.00	"	15.00
1	Boiler (2 shifts)	"	5.00	"	10.00
1	Retort (2 shifts)	"	11.00	"	22.00
1	Fuel Tank Trailer	"	2.50	"	2.50
1	Water Tank Trailer	"	2.25	"	2.25
2	Motor Graders	"	5.25	"	10.50
2	10-ton Gas Rollers	"	10.00	"	20.00
5	Dump Trucks	"	11.00	"	55.00
3	Light Trucks	"	2.50	"	7.50
2	Ford Cars	"	1.25	"	2.50
2	Sweepers	"	5.00	"	10.00
2	Tractors	"	3.50	"	7.00
2	Loaders	"	15.00	"	30.00
1	Flat Bed 10-ton Trailer	"	10.00	"	10.00
			Total		$244.25

SUPPLIES

Gasoline, Oil and Grease	$100.00	per day
Fuel for Boiler and Retort	15.00	"
Total		$115.00

LABOR

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	"	8.00
1	Timekeeper	"	5.00	"	5.00
1	Retort Operator	"	8.00	"	8.00
2	Boiler Operators	"	7.00	"	14.00
1	Watchman	"	4.00	"	4.00
1	Mechanic	"	7.00	"	7.00
2	Loader Operators	"	8.00	"	16.00
2	Pitmen	"	5.00	"	10.00
2	Tractor Drivers	"	6.00	"	12.00
1	Pilot Car Driver	"	5.00	"	5.00
8	Truck Drivers	"	6.00	"	48.00
2	Rollermen	"	7.50	"	15.00
1	Oil Truck Driver	"	7.00	"	7.00
1	Leverman	"	6.50	"	6.50
1	Tender Truck Driver	"	6.00	"	6.00
2	Grader Operators	"	7.00	"	14.00
2	Flagmen	"	5.00	"	10.00
17	Laborers	"	5.00	"	85.00
			Total		$290.50

Total for Equipment, Labor and Supplies $649.75

DAILY COST OF OILING CREW

EQUIPMENT

1	Oil Distributor	at	$25.00	per day	$25.00
1	Tender Truck	"	20.00	"	20.00
3	Tender Truck Trailers	"	5.00	"	15.00
1	Boiler (2 shifts)	"	5.00	"	10.00
1	Retort (2 shifts)	"	11.00	"	22.00
1	Fuel Tank Trailer	"	2.50	"	2.50
1	Water Tank Trailer	"	2.25	"	2.25
2	Motor Graders	"	5.25	"	10.50
2	10-ton Gas Rollers	"	10.00	"	20.00
5	Dump Trucks	"	11.00	"	55.00
3	Light Trucks	"	2.50	"	7.50
2	Ford Cars	"	1.25	"	2.50
2	Sweepers	"	5.00	"	10.00
2	Tractors	"	3.50	"	7.00
2	Loaders	"	15.00	"	30.00
1	Flat Bed 10-ton Trailer	"	10.00	"	10.00
		Total			$244.25

SUPPLIES

Gasoline, Oil and Grease	$100.00	per day	
Fuel for Boiler and Retort	15.00	"	
Total			$115.00

LABOR

1	Superintendent	at	$10.00	per day	$10.00
1	Foreman	"	8.00	"	8.00
1	Timekeeper	"	5.00	"	5.00
1	Retort Operator	"	8.00	"	8.00
2	Boiler Operators	"	7.00	"	14.00
1	Watchman	"	4.00	"	4.00
1	Mechanic	"	7.00	"	7.00
2	Loader Operators	"	8.00	"	16.00
2	Pitmen	"	5.00	"	10.00
2	Tractor Drivers	"	6.00	"	12.00
1	Pilot Car Driver	"	5.00	"	5.00
8	Truck Drivers	"	6.00	"	48.00
2	Rollermen	"	7.50	"	15.00
1	Oil Truck Driver	"	7.00	"	7.00
1	Leverman	"	6.50	"	6.50
1	Tender Truck Driver	"	6.00	"	6.00
2	Grader Operators	"	7.00	"	14.00
2	Flagmen	"	5.00	"	10.00
17	Laborers	"	5.00	"	85.00
		Total			$290.50

Total for Equipment, Labor and Supplies $649.75

SPECIFICATION FOR OILING OF MACADAM BASE

RED BRIDGE-DRAIN SECTION

Federal Aid Proj. No. 142-B

1. Description: As a means of preserving the newly constructed macadam base during the interim between the completion of the macadam base and the construction upon it of the bituminous macadam wearing surface, the macadam base shall be oiled in accord with the following specifications, which specifications are designed particularly for use in cases where the macadam base is constructed one year and the bituminous macadam wearing surface is not placed until the following year.

2. Width: 20 feet with extra width as required.

3. Size of Aggregates: Grade "B" - 1 inch to ½ inch
   Grade "A" - ½ inch to ¼ inch

4. Oil: No. 3 oil shall be an asphaltic road oil having an asphalt content of not less than 94 per cent and shall have a viscosity of not less than 225 seconds (Float Test) at 122° F.

5. Construction Procedure:

   a. Perform whatever operations may be necessary to bring the macadam base to specified grade, true crown and smooth surface and to put it in condition suitable for oil treatment.

   b. Sweep the macadam base thoroughly, removing from the surface all dust, dirt and loose stones.

   c. Apply No. 3 oil at a rate of 0.25 gallon per square yard. Temperature of oil at time of application to be not less than 375° F.

   d. Spread Grade "B" Rock, 0.015 cubic yards per square yard. Blade, broom and roll.

   e. After the No. 3 oil has hardened and become dry, make a second application of No. 3 oil, 0.30 gallon per square yard.

   f. Spread Grade "A" Rock, 0.008 cubic yards per square yard. Blade, broom and roll. Continue brooming and rolling until the surfacing is thoroughly compacted, adding additional Grade "A" Rock to take up excess oil, if necessary.

6. Use of Water Spray: The oil distributor shall be equipped with a water tank and water spray bar which will spray water onto the rock just ahead of the hot oil, in an amount equal to about ten per cent of the amount of oil. The water used shall be a soap and water solution

6. Use of Water Spray - Continued

made by mixing one part of soap jelly with nine parts of water, the proportioning being done on a weight basis. The purpose of the soap-water spray is to cause the hot oil to foam, thereby giving a more effective distribution of the oil.

7. Correction of Defects: Any parts of the oiled surface that show an excess or a deficiency of oil or that show defects of any other kind shall be worked over and otherwise treated in whatever manner may be necessary to eliminate the defects and cause the oiled surface to be uniformly perfect throughout.

PR 142-B

142-E

June 5, 1931

City Meat Market,
Drain,
Oregon.

Gentlemen:

Mr. Collier has handed me your letter of the 28th ult., in which you advise him of your claim in the sum of $159.37 against Edgar Hannan Construction Company, subcontractor under Peck & Kinerson, to whom the State Highway Commission awarded the contract for the grading of the Umpqua Highway, and your claim in the sum of $141.65 against Harmon & Tittle, to whom the State Highway Commission awarded the contract for the grading of the Scottsburg-Barchard Creek Section of the Umpqua Highway.

You do not state in your letter but we presume that your claims are for meat furnished these contractors for their cookhouse supplies. If this is the case, we doubt very much whether the bonds furnished by the contractors will be liable for the same, although for a definite decision on this point you should consult an attorney.

In connection with each of the above mentioned contracts, the contractors furnished the State with a surety bond for the protection of labor and material claims, and all just dues, debts and demands incurred against the projects. The bond furnished by Peck & Kinerson was written by U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is agent, with offices in the Porter Building, Portland, Oregon. The bond furnished by Harmon & Tittle was written by the Massachusetts Bonding & Insurance Company, for whom Sigmon Fell Insurance Agency at Eugene, are local agents.

I would suggest that you file notices of claims with

the bonding companies. If you do not secure satisfaction by so doing, then you still have recourse to action in the Courts; you should also file notices of your claims with the Secretary of State, in accordance with the provisions of Section 2991, Oregon Laws, 1920, a mimeographed copy of which we enclose.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HBG:AJ

June 5, 1931

Massachusetts Bonding & Ins. Co.,
% Sigmon Fell Insurance Agency,
Eugene, Oregon.

Gentlemen:

We have today received information from the City Meat Market of Drain, Oregon, to the effect that Harmon & Tittle are indebted to them in the sum of $141.65, for supplies furnished them in connection with their contract for the grading of the Scottsburg-Burchard Creek Section of the Umpqua Highway in Douglas County.

We give you this information since you appear as surety on the bond of Harmon & Tittle in connection with this work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HDD:AJ

CC Harmon & Tittle,
Eugene, Ore.

June 3, 1931

U. S. Fidelity & Guaranty Co.,
% Walter F. Cline, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

We have today received information from Mr. Paul Bendele, proprietor of the City Meat Market of Drain, Oregon, to the effect that he has a claim of $159.57 against Edgar Hannan, a sub-contractor under Peck & Kinerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished in this instance.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

MHG:AJ

CC Peck & Kinerson,
Box 904,
Eugene, Or.
Keller, Ore

WHOLESALE AND RETAIL

...rket

5/28 31

RECEIVED
MAY 0 1931
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

...eller
Sir.

...some time against
Edgar Hannan Construction Co. and we can get no
satisfaction out of them. the bill is 159.54
another one against Hannan & Little Contractors
Salem Ore. off 141.65
please let me know wath we can
...about it yours truly
Paul Bendele

Robert Bell Bros
Cottage Grove
Ore.

ANSWERED
H. B. G.

...in Douglas County, state highway contract no. 1167.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of labor and material claimsand all just debts, dues and demands incurred against the project, such a bond being furnished by Peck & Kinerson in this instance. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with Peck & Kinerson if you have not already done so, their address is [redacted] Hoquiam, Washington. They may also be reached at Keller, Washington. If you secur[illegible] no satisfaction from the contractor then we would suggest that you take the matter up with the agent of the bonding company. It may be possible for you to secure satisfaction by so doing, if not, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

WHOLESALE AND RETAIL

City Meat Market

PAUL BENDELE, PROP.

DRAIN, OREGON. 5/28 31

RECEIVED
MAY 29 1931
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Robt Einerson
Pres Pacific Bridge - Drain Contract
Scottsburg - Sandard
Grading

Mr E. A. Collier

Dear Sir

We have a bill here for some time against Edgar Hannan Construction Co. and we can get no satisfaction out off them. the bill is 159.54 annother one against Hennan & Gittle Contractors Salem Ore. off 141.65 please let me know wath we can don about it

yours truly

Paul Bendele

ANSWERED
H. B. G.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of labor and material claimsand all just debts, dues and demands incurred against the project, such a bond being furnished by Peck & Einerson in this instance. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with Peck & Einerson if you have not already done so, their address is [redacted] Hoquiam, Washington. They may also be reached at Keller, Washington. If you secur[e] no satisfaction from the contractor then we would suggest that you take the matter up with the agent of the bonding company. It may be possible for you to secure satisfaction by so doing, if not, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

#1107

PR 1423

May 27, 1931

Mr. Hurley Swearingen
Drain, Oregon

Dear Sir:

Receipt is acknowledged of your letter of recent date in which you advise us of your claim in the sum of $29.00 against Mr. R. F. Koppe for digging ditches with a team on the Drain-Reedsport Highway.

We do not have a man by the name of Koppe in our employ neither do we have a contractor by that name, but we presume that Mr. Koppe was in the employ of Peck & Einerson to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract no. 1107.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of labor and material claimsand all just debts, dues and demands incurred against the project, such a bond being furnished by Peck & Einerson in this instance. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is the local agent with offices in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with Peck & Einerson if you have not already done so, their address is Box 694 Hoquiam, Washington. They may also be reached at Keller, Washington. If you secure no satisfaction from the contractor then we would suggest that you take the matter up with the agent of the bonding company. It may be possible for you to secure satisfaction by so doing, if not, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we inclose.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

H. E. C.

May 27, 1931

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from Mr. Burley Swearingen of Drain, Oregon to the effect that he has a claim in the sum of $29.00 against Peck & Kinerson for ditch digging with a team on the contract awarded to Peck & Kinerson for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract no. 1107.

This information is given you as you appear as surety on the bond furnished by Peck & Kinerson in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HEC:W

cc Peck & Ki
Keller ington

#1107

PR, 42R.

H. B. G.

This man evidently worked for Peck & Einerson. The Man whom he mentions R. F. Koppe appears on our records as having worked on force account work on the above contractors work, Contract No. 1107.

while working on the drain - Redapoit highway working under Koppe digging ditch - at the rate of $3.00 per hour. below the Sunnydale school house.

ANSWERED H. B. G.

-over-

#1107

RECEIVED
MAY 27 1931
STATE HIGHWAY COMMISSION

Dear Sir.
I will give you a statement of my time while working on the drain - Reedsport highway working under Koppie digging ditch with team at one dollar ~~and~~ per hour, below the Sunnydale school house.

ANSWERED
H. B. G.

-over-

#1187

September 8 — 1 ½ hours.
Sept. 11, — 8 hours.
Sept. 12, — 6 hours.
Sept. 13, — 4 hours.
Sept. 15, — 1 hour.

— Total — 29. hrs.

[illegible] hrs.
[illegible]th Team.

Mr. Hanley Swearingen

Drain

Ore.

Please Answer - At Once.

#1107

PA 142 B.

May 25, 1931

Herbert W. Rowland
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

Acknowledgement is made of your letter of the 22nd instant in which you inclose claim of Rowland & Graber against Edgar Hansen, subcontractor under E. C. Peck and Jacob Ehnerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, said claim being in the sum of $7.25.

We are today calling this matter to the attention of the contractors and his bondsmen.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

jm
HMcM

May 25, 1931

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim of Knowles & Gruber against Edgar Hannan, subcontractor under E. C. Peck and Jacob Einerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, the claim being in the sum of $7.25.

This information is given you as you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By
Secretary

PW
Inc.

Peck & Einerson
Keller, Washington

RECEIVED
MAY 23 1931
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 23 1931
OREGON
STATE HIGHWAY COMMISSION

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

May 22, 1931

State Highway Commission
Salem, Oregon

Gentlemen:

I am inclosing herewith claim of Knowles & Graber in the sum of $7.25 against the bond of Edgar Hannan in connection with the Red Bridge-Drain section of the Umpqua Highway in Douglas County, Oregon.

Kindly acknowledge receipt of this notice.

Yours truly,

H W Lombard

HL:O
W

enc

ANSWERED
H. B. G.

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that GOTTFRIED GRABER and CHAS. GETTYS, doing business as Knowles & Graber at Cottage Grove, Lane County, Oregon, have a claim for material and supplies furnished to EDGAR HANNAN, sub-contractor under E.C.Peck and Jacob Einerson, co-partners, said materials being hardware, steam packing, etc., in the sum of $7.25, and against the bond taken from U.S. Fidelity & Guaranty Company, for the work of building and construction of the Red Bridge-Drain section of the Umpqua Highway in Douglas County, being project #1195, contract #1107.

Dated this 21st day of May, 1931.

KNOWLES & GRABER

By Charles Gettys
Co-partner

N. D COOL
CASH DEPARTMENT STORE

56 30

PR 1423

May 25, 1931

Mr. N. D. Cool,
Drain,
Oregon.

Dear Sir:

Mr. Van Duser, Chairman of the Oregon State Highway Commission, has referred to this office your letter of the 15th inst., concerning claims against Edgar Hansen, sub-contractor under Peck & Simpson, to whom the State Highway Commission awarded the contract for the construction of the Red Bridge-Drain Section of the Oregon Highway in Douglas County.

In order that we may be in a position to properly reply to your letter, we should have a list of the claims to which you refer. It will be appreciated if you will furnish us with such a list.

Awaiting your reply, we remain

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

HEG:AJ

795:78

COOL
DEPARTMENT STORE

DRAIN, OREGON May 18 1931 192

H B Van Duzer.
Chairman State Highway Com.
Portland Ore.

RECEIVED
MAY 21 1931
OREGON
STATE HIGHWAY COMMISSION

Dear Sir.

As one of the trustees of the Drain - Reedsport Super Road Dist. I am calling to your attention the unpaid bills left by the Contractors on this work for 1930. These bills were left by Edgar Hannan sub Contractor under Peck and Einerson
These accounts under instruction of A B Davis ,Hannans Book keeper and Mr Hannan himself have been sent to their Bonding Co, and we can get no response, no satisfaction from anyone connected with the Contract. The Bond seems to be useful only in establishing Credit , but no protection to those who furnish them goods.
Can you advise me how to proceed in this matter. We do not feel that we should be obliged to place these matters in an Attorney's hands, and pay costs of collection.
If you care to interest yourself in this matter I would be glad to hear from you.

Resp'y Yours

Please municipal bond not act

ANSWERED
H. B. G.

MBG:W

#1107

PR142B

R. L. WHIPPLE
LAWYER
DOUGLAS NTL. BANK B.
ROSEBURG, OREGON

March 26, 1931

Mr. R. L. Whipple, Lawyer
Douglas National Bank Building
Roseburg, Oregon

Dear Sir:

Reference is made to your letter of the 24th instant concerning the claim of your client, Benton Hires of Drain, Oregon, against Edgar Hannon, who is a subcontractor under Peck & Einerson, in connection with the contract awarded to them for the construction of the Red Bridge-Drain Section of the Umpqua Highway.

We find upon investigation that final payment has been made to Peck & Einerson for this work. We have not been advised concerning the payments by Peck & Einerson to Edgar Hannon since this is on a subcontract. We do not have dealings with the subcontractor. We would suggest that you take the matter up with Peck & Einerson direct. Their address is Box 894, Roquiam, Washington.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W

March 24th, 1931

State Highway Commission
Portland, Oregon

Gentlemen:

IN RE: Contract, Edgar Hannon, subbed from Peck & Einerson for the grading of the Drain-Red Bridge section of the Drain-Reedsport Highway:

My client, Benton Mires, of Drain, Oregon, has a claim against Edgar Hannon who is a sub-contractor for the grading under the above contract and I am today informed by the bonding company that they claim they are not liable for the merchandise purchased by Hannon and accordingly I would like to know if you can tell me whether Hannon has been paid under this contract or whether there is money attachible therefor in payment of this small bill.

Thanking you, I am,

yours very truly

R. L. Tripple

ANSWERED
H. B. G.

#1107

FF 1425

February 20, 1951

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

We have today received notice of the claim of Glen Hoskins against Peck & Kinerson in the sum of $40.85 for materials furnished in connection with the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

There is handed to you herewith a copy of this notice which was received from the Secretary of State's Office and this information is given you since you appear as surety on the bond furnished in connection with the above mentioned contract.

Very truly yours

STATE HIGHWAY COMMISSION

By _____
Secretary

EW
Inc.

cc Peck & Kinerson
Box 904
Roquiam, Washington

February 28, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 25th instant in which you inclose three copies of the notice of claim of Clem Hawkins for materials furnished in the sum of $49.95 in connection with the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, said contract being that of Peak & Emerson.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 25, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Mr. Harry W. Neet, Lawson Bldg., Cottage Grove, Oregon, and filed as of this date a notice of claim by Clem Huckins for materials furnished in the sum of $49.95 against the bond taken from Peck and Einerson, principals, and U. S. Fidelity and Guarantee Company, surety, in connection with the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
enc.

RECEIVED
FEB 26 1931
OREGON

TO: Hal E. Hoss, Secretary of State.

Notice is hereby given that the undersigned Clem Huckins has a claim against Peak and Einerson, Contractors of the Red Bridge Drain Section on the Umpqua Highway in Douglas County, and the United States Fidelity and Guarantee Company as their bondsmen, for gas and oil furnished to the said contractors as follows, to-wit;

By K. F. Keppee—August 7, 1950, 5 gallons of gas		$1.20
August 10, 1950, 7 gallons of gas		$1.68
August 12, 1950, 5 gallons of gas		$1.20
August 16, 1950, 7 gallons of gas		$1.68
August 19, 1950, 6 gallons of gas		$1.44
August 21, 1950, 7 gallons of gas		$1.68
August 24, 1950, 1 quart of oil		.20
August 25, 1950, 6½ gallons of gas		$1.45
August 29, 1950, 15 gallon of gas		$3.12
		$ 13.65
September 1, 1950, 8 gallon of gas,		$1.92
September 1, 1950, 1 quart of oil,		$ .20
September 5, 1950, 3 gallon of gas,		$ .72
September 5, 1950, 1 quart of oil,		$ .20
September 6, 1950, 7 gallon of gas		$1.68
September 8, 1950, Patchen		$ .50
September 10, 1950, 4 gallon of gas		$ .88
September 10, 1950, 1 quart of oil		$ .20
September 14, 1950, 8 gallon of gas		$1.76
September 14, 1950, 1½ oil, quarts		$ .30
September 20, 1950, 8 gallon of gas		$1.76
September 22, 1950, " " " " "		$1.76
September 25, 1950, 6 gallon of gas		$1.44
September 25, 1950, 2 quarts of oil		$ .40
September 27, 1950, 10 gallon of gas		$2.40
September 29, 1950, 7 gallon of gas		$1.68
		$ 31.95
By Mr. Hannon—July 10, 1950, 5 gallon of gas		$1.20
July 25, 1950, 5 gallon of gas		$1.20
July 28, 1950, 8 gallon of gas		$1.92
		$4.32
August 1, 1950, 5 gallon of gas		$1.20
August 8, 1950, 5 gallon of gas		$1.20
August 10, 1950, 5 gallon of gas		$1.20
August 15, 1950, 5 gallon of gas		$1.20
August 20, 1950, 10 gallon of gas		$2.40
August 25, 1950, 5 gallon of gas		$1.20
		$12.52
By Bostock—September 29, 1950, 10 gallon of gas		$2.20
10 gallon of gas		$2.20
5 gallon of gas		$1.10
		$5.50

Total $49.95

State of Oregon)
) ss.
County of Lane)

. . CLEM HUCKINS. . . . . .Claimant.

I, Clem Huckins being first duly sworn, on oath say that I am the claimant named in the foregoing claim; that I have heard the same read, and know the contents thereof, and believe the same to be true.

CLEM HUCKINS

Subscribed and sworn to before me this 15th day of Feb 1951.

HARRY W. NEET

(SEAL)

My commission expires Feb. 23, 1955.

Notary Public for Oregon

Endorsed: File No. 905
Filed February 25, 1951
HAL E. HOSS,
Secretary of State

#1107

PR142B

February 18, 1931

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of February 16 in which you inclose three certified copies of the notice of claim of A. R. Phelps for labor and services furnished in the sum of $516.67 against Peek & Hinerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, contract #1107.

We are this date forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

February 18, 1931

United States Fidelity & Guaranty Co.
Walter P. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of the notice of claim of A. R. Phelps for labor and services furnished in the sum of $318.87 against the bond taken from Peck & Kinerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, contract #1107.

This information is given you as you appear as surety on the bond furnished in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.

cc Peck & Kinerson
Box 894
Hoquiam, Washington

E. Hoss
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 16, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received from Christopherson & Matthews, Portland, Oregon, and filed as of this date a notice of claim by A. R. Phelps for labor and services furnished in the sum of $318.67 against the bond taken from Peck & Einerson, principals, and United States Fidelity & Guaranty Company, surety, in connection with the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract No. 1107.

We are enclosing herewith for your information and files a certified copy of this notice together with two additionals copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

RECEIVED
FEB 1 5 19

February 14, 1931.

TO THE STATE OF ORFGON, THE OREGON STATE HIGHWAY COMMISSION, UNITED STATES FIDELITY AND GUARANTY COMPANY, AND TO ALL WHOM IT MAY CONCERN:

Notice is hereby given that the undersigned, A. R. Phelps, of Portland, Oregon, has a claim for labor performed and services rendered in the hauling of rock and dirt in connection with the work being done upon the state highway known as the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, and known as State Highway Contract No. 1107 in the office of the Oregon State Highway Commission. That said work was done by this claimant for and at the special instance and request of Edgar Hannan, a subcontractor under Peck & Einerson of Hoquiam, Washington. That Peck & Einerson of Hoquiam, Washington, hold a general contract for the grading and excavating of said Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon. That the work, services and labor performed by this claimant consist of the hauling and dumping of rock, dirt, gravel and material from the power shovels used by the general contractors in the performance of their contracts and was performed under and pursuant to an oral contract made and entered into on or about the 1st day of April 1930, by and between Edgar Hannan and A. R. Phelps, claimant. That between the dates of April 1, 1930, and the 1st of May 1930, this claimant performed work, labor and services for the said Edgar Hannan in the hauling and dumping of dirt, rock and gravel upon a yardage basis and for which said services this claimant was fully paid except a certain percentage withheld for hauling done during the month of April 1930. That the said Edgar Hannan withheld said sum of Thirty-Eight Dollars and Sixty-Seven Cents ($38.67) due and owing to this claimant for hauling done during the month of April, which sum is wholly unpaid. The commencing with the 1st day of May 1930 this claimant and the said Edgar Hannan entered into an agreement wherein and whereby this claimant was to continue said work, labor and services and the hauling of said dirt, rock and gravel at the agreed and reasonable value of Three Dollars ($3.00) per hour for such services, ad that this claimant continued to perform services for said contractor under such arrangement to and including August 31, 1930. That claimant was paid for all services since May1, 1930, with the exception of hauling done for the month of August 1930, and that during said month this claimant worked for the said Edgar Hannan upon said highway in the hauling of dirt, rock and gravel as hereinbefore specified upon an hourly basis at Three Dollars ($3.00) per hour and that during the month of August 1930, claimant rendered services of the value of Two Hundred Fifty-Four Dollars and Fifty Cents ($254.50) under such agreement and arrangement with the said Edgar Hannan (which said figure is net, said Edgar Hannan having deducted for the board furnished to the driver employed by this claimant and the gasoline furnished said truck). That in the performance of his services this claimant furnished his own truck and all necessary labor used in connection with the operation of said truck and that while in the performance of such services the said Edgar Hannan dropped rocks through the cab of said truck necessitating certain repairs thereof of the reasonable value of Twenty-Five Dollars ($25.00), and that by reason of the services performed by this claimant for the said Edgar Hannan upon said highway as herein set forth there is now due and owing to this claimant the sum of Three Hundred Eighteen Dollars and Seventeen Cents ($318.17), no part of which has been paid.

That in the performance of such services by this claimant, claimant furnished not only the labor but the truck for the hauling of said dirt, rock and gravel and that this claimant has a claim for such labor and services performed for the period of time herein mentioned and has a balance due on account thereof in the sum of Three Hundred Eighteen Dollars and Seventeen Cents ($318.17) against the bond taken from Peck & Einerson, as principals, and United States Fidelity and Guaranty Company, as surety, upon such bond, for the work, labor and services performed by this claimant for Edgar Hannan as hereinbefore specified, to wit: for the work, labor and services and truck furnished in the hauling and dumping of dirt, gravel and material from

the power shovels used in connection with the grading and excavation of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No. 1107 and concerning which said contract and work said bond was taken.

Dated this 14th day of February, A. D., 1931.

A. R. PHELPS
Claimant

STATE OF OREGON, }
} ss.
County of Multnomah, }

I, A. R. Phelps, being first duly sworn, say that I am the claimant mentioned in the foregoing Notice of Claim and that the above claim is just and correct and that no part thereof has been paid. That the same is for work, labor and services and the use of a motor truck furnished by me and used by me at the request of Edgar Hannan, subcontractor, and that said work, labor and services were actually rendered and used and done in and upon the performance of the contract known as State Highway Contract No. 1107 in the office of the State Engineer of the State of Oregon and which contract was given to Peck & Einerson of Hoquiam, Washington, for the grading and excavation of said Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon.

A. R. PHELPS

Subscribed and sworn to before me this 14th day of February, A. D., 1931.

(SEAL)

A. J. CHRISTOPHERSON
Notary Public for State of Oregon.
My Commission expires March 2, 1932.

AFFIDAVIT IN RELATION TO WORK PERFORMED
BY A. R. PHELPS IN CONNECTION WITH THE
GRADING OF THE RED BRIDGE-DRAIN SECTION OF
THE UMPQUA HIGHWAY IN DOUGLAS COUNTY, OREGON,
AND KNOWN AS STATE HIGHWAY CONTRACT NO. 1107.

STATE OF OREGON, }
} ss.
County of Multnomah, }

I, A. R. Phelps, being first duly sworn, do on oath depose and say that commencing with the month of April 1930 and continuing to August 31, 1930, under and by virtue of an agreement entered into with one Edgar Hannan who held and still holds a contract with Peck & Einerson of Hoquiam, Washington, for grading the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, and known as State Highway contract No. 1107, and pursuant to said agreement and contract so made with the said Edgar Hannan, I performed work, labor and services and furnished a motor truck and all necessary labor in connection with the operation of such truck in the hauling of rock, dirt, gravel and material from the power shovels used in connection with the performance of said contract. That the work, labor and services which I performed and caused to be performed in connection with the carrying out of my contract were performed upon said highway between Drain and Scottsburg, Oregon, and said services consisted in the hauling of said rock, dirt, gravel and material from said power shovels and dumping the same, and that between said dates herein specified I performed said services for and at the special instance and request of the said Edgar Hannan.

That for such services I was paid in full up to and including July 31, 1930, with the exception of Thirty-Eight Dollars and Sixty-Seven Cents ($38.67) which the said Edgar Hannan withheld on account of hauling done during the month of April 1930, which sum is unpaid and due and owing to this claimant. That during the month of August 1930 I performed work, labor and services and furnished labor and a truck in connection with such services at the special instance and request of said Edgar Hannan at the agreed and reasonable price of Three Dollars ($3.00) per hour, and that during such period of time, to wit:

the month of August 1950, the said Edgar Hannan paid me no sum whatsoever for said services except boarding and lodging furnished to the person employed by me to operate said truck and the gasoline used in said truck. That after deducting such sums for gasoline and for board and lodging there remains due and owing to me the sum of Two Hundred Fifty-Four Dollars and Fifty Cents ($254.50) for the month of August 1950, no part of which has been paid. That in the carrying out of the work which I was to perform my truck became damaged through rock falling through the cab and that on account thereof I was compelled to expend in the repair of the same the sum of Twenty-Five Dollars ($25.00) no part of which has been paid. That on account of such work, labor and services so performed by this claimant and caused to be performed by this claimant, said Edgar Hannan is now indebted to me in the sum of Three Hundred Eighteen Dollars and Seventeen Cents ($318.17) and which is due and owing to me on account of work, labor and services performed and caused to be performed for the said Edgar Hannan since April 1, 1950; and said work and labor and services were performed and caused to be performed upon said Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, and known as State Highway No. 1107.

That I was paid in full for all services rendered during said period herein specified with the exception of the amounts herein set forth and for the periods of time herein specified.

That I make this affidavit pursuant to Section 2991, Oregon Laws, as amended by Chapter 156, Oregon Laws of 1929.

A. R. PHELPS

Subscribed and sworn to before me this 14th day of February, A. D., 1951.

A. J. CHRISTOPHERSON
Notary Public for State of Oregon.
My commission expires March 2, 1952.

(SEAL)

Endorsed: File no. 905
Filed February 16, 1951
HAL E. HOSS,
Secretary of State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by A. R. Phelps for labor and services furnished in the sum of $318.67 against the bond taken from Peck & Einerson, principals, and United States Fidelity and Guaranty Company, surety, in connection with the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract No. 1107, with the original notice of claim filed in the office of the Secretary of State on February 16, 1931, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of February, A. D. 1931.

Hal E Hoss

Secretary of State

#1107

FR 142B

February 16, 1931

Chestnut Transfer Co.
Cottage Grove, Oregon

Gentlemen:

This acknowledges receipt of your letter of the 12th instant advising us of your claim in the sum of $14.00 against Edgar Hamman for oil furnished for highway construction work near Drain.

Edgar Hamman did not have a contract with the State Highway Commission but it is our understanding that he was a subcontractor under Peck & Ainerson to whom the State Highway Commission awarded the contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County. In connection with this contract Peck & Ainerson furnished the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company for whom Walter F. Cline is agent with offices in the Porter Building, Portland, Oregon. We offer this bond to you for your protection and would suggest that you take the matter up with the agent of the bonding company. In the event that you do not secure satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1930.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBO:W

February 16, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

Attached is a copy of a letter that we have today received from the Chestnut Transfer Company of Cottage Grove, advising us of their claim in the sum of $14.00 against Edgar Hannan who was a subcontractor under Peck & Emerson to whom the State Highway Commission awarded the contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We [illegible] you this information since you appear as surety on the bond furnished by Peck & Emerson in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:W
Enc.

cc Peck & Emerson
Box 324
Sequim, Washington

MOVING ANY TIME ANYWHERE

PIANO MOVING A SPECIALTY

Chestnut Transfer Co.

FEB 13 1931
OREGON

COTTAGE GROVE, ORE. Feb 12 1931

State Highway Department.
Salem, Oregon
Gentleman:-

Last summer there was an account of $14.00 contracted with The Quicksilver Syndicate"by one of your Contractors, Edgar Hanan, who was working at or near Drain at that time, the account was never settled and the Syndicate would like their money, as the bill has been a long time overdue, Pfister of Drain came up to Cottage Grove and made arrangements for the oil, and hauled it, credit was extended them by the Syndicate, for the oil, which is very seldom done, and we would appreciate this being settled, as they have not right to be the losers on this deal, as it was merely a matter of courtesy with them.

Will appreciate an early reply,

Yours very truly,
Chestnut Transfer Co.
RE & C H Chestnut
ES

CTC:ES

ANSWERED
H. B. G.

surety on the bond furnished by Peck & Sinerson in this instance.

[illegible] copies of this notice to the [illegible]

Very truly yours

STATE HIGHWAY COMMISSION

By [illegible]
Secretary

FW
Inc.
Peck & Sinerson CC.
Box 804
Hoquiam, Washington

#1107

PR 142B

February 9, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We are handing you herewith a copy of the notice of claim of Grace O'Dale, Administratrix of the estate of Mary C. Van Kirk for rent furnished in the sum of $75.00 against Peck & Einerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, contract #1107.

This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

PW
Inc.
Peck & Einerson CC.
Box 894
Hoquiam, Washington

February 9, 1951

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 7th instant inclosing three copies of the notice of claim of Grace O'Dale, Administratrix of the estate of Mary C. Van Kirk for rent furnished in the sum of $75.00 against Peck & Einerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, contract #1107.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

FW

Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

February 7, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B.Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by Grace O'Dale, Administratrix of the estate of Mary C. Van Kirk for rent furnished in the sum of $75.00 against the bond taken from Peck & Einerson, principals, and U. S. Fidelity & Guaranty Company, surety, in connection with the construction of the Drain-Reedsport Highway.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

CLEAR SPRINGS FARM

J. J. O'Dale

Registered Jerseys

Drain, Oregon, Feb. 6th, 1951

U. S. Fidelity & Guaranty Company,

Mr. Walter F. Cline, agent,

Portland, Oreg.

Debtor---on the bond of Peck & Einerson, contractors on the Drian--Reedsport Highway,---to the estate of Mary C. Van Kirk, in the sum of $75.00 for the rent of the house used by Edgar Hannay, sub-contractor of said Peck & Einerson, as office and dwelling while he was engaged on construction of this Highway, during the months of August, September and October, 1950. at the rate of $25.00 per month.

GRACE O'DALE Admin. of estate of Mary C. Van Kirk.

Endorsed: File No. 897

Filed February 7, 1951

HAL E. HOSS,

Secretary of State

PR 142-B

[illegible]

February 5, 1931

Herbert W. Lombard
Attorney at Law
Cottage Grove, Oregon

Dear Sir:

In response to your letter of February 3rd concerning Peck & Einerson, contractors, we wish to advise that final payment will be made to them on their contract for the Rgd Bridge-Train Section on February 13th.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

Dict. by J. McFarland/S

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

February 5, 1931

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Peck & Hinerson
and Bridge-Main Section
of Umpqua Highway
Claims account Edgar Hannan,
Sub-contractor

Some time ago on behalf of the Texas Company I filed a claim with your Commission for $667.00 and have been advised that these claims would be paid as soon as the estimate of Peck & Hinerson is allowed.

Would you kindly advise whether this estimate has been allowed as the claims have not yet been paid.

Yours truly,

HWL:BY

Feb-13-1931

#1107
10P14

PR142B

February 3, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract #1107 for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, consisting of 10.10 miles of grading, has been completed by the contractors, Peck & Kinnerson and that final settlement will be made by the State with the above contractor, for work done under this contract, on or after February 13th, 1931. The State has been advised of numerous claims against this contract all of which you have also been advised of. The State assumes no responsibility for any of the claims which have been filed or any which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract.

For your information we wish to advise that the total amount paid the contractors in connection with this contract and which will include the final payment will be $164,980.98. Of this amount $725.02 was for force account work. Kindly acknowledge receipt of this letter.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcP:W

#1107
PR 1428

January 27, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
1206 Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of aletter that we have received from the Twin Oaks Lumber Company of Cottage Grove in which they advise that they have a claim in the sum of $14.79 against Edgar Hammen, a subcontractor under Peck & Einerson to whom the State Highway Commission awarded the contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We give you this information since you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

RBG:S
Enc.

Secretary

cc Peck & Einerson

January 27, 1931

Twin Oaks Lumber Company
Cottage Grove, Oregon

Attention: V. T. Randall
Manager

Gentlemen:

This letter acknowledges receipt of yours of the 24th instant advising us of your claim in the sum of $14.79 against Mr. Edgar Hansen, subcontractor under Peck and Kinerson to whom the State Highway Commission awarded the contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

The protection offered you for your claim is the bond furnished by the contractor in this instance. This bond was furnished for the protection of labor and material claims and all just debts, dues and demands incurred against the project. We would suggest that you take the matter up with the bonding company and also with Peck & Kinerson, the original contractors, since they are responsible for claims incurred against the project.

If you secure no satisfaction then you still have recourse to action in the courts if you wish to go to this extreme.

According to Section 2991 of the Oregon laws, you should file notice of your claim with the Secretary of State prior to the expiration of a period of one year from the date of completion of the contract in order to hold the bond liable after that date.

The surety on the bond in this instance is the United States Fidelity & Guaranty Co., Walter F. Cline, agent, 1208 Porter Building, Portland, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S

Secretary

...TION CITY | EUGENE | COTTAGE GROVE

JOHN J. ROGERS, *President* — L. C. SCHARPF, *Secretary*

Lumber
Shingles
Veneers
Roofing

Twin Oaks Lumber Co.

Building Materials

...Lane St.——Ph...

...ge Grove, Or...

Explosives
Wall Boards
Paints and Oils
Masons' Supplies

1/24/31

State Highway Commission

Salem. Oregon

Gentlemen:-

During July & August of 1930 we sold a Mr. Edgar Hannan some materials to be used on the Drain Reedsport highway , of which I understand Peck & Einerson of Hoquiam Washington had the contract , and Mr. Hannan was working for them. Mr. Hannan has a balance of $ 14.79 which we dont seem to be able to collect. I have written to Mr. Hannan and talked to his Book-keper in Drain with no results; will you please see that this acct. is taken care of be-for a settlement is made .

Thanking you for this favor.

Twin Oaks Lumber Co.

Cottage Grove Oregon

V. T. Randall Mgr.

ANSWERED
H. B. G.

ANSWERED
H. B. G.

RECEIVED
JAN 26 1931
OREGON
STATE HIGHWAY

#1107
10 PM
PR 142B

January 19, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that we have today received from the Secretary of State information to the effect that Andy's Service Station has a claim against Peck & Kinerson in connection with their contract no. 1107 for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

As requested by the Secretary of State we hand you herewith copy of the notice of claim above referred to.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBC:S
Enc.

cc Peck & Kinerson

January 19, 1931

Mr. Hal E. Ross
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

Attention: Edith Libby

This is to acknowledge receipt of your letter of the 17th instant enclosing notice of the claim of Andy's Service Station against Peck & Kinerson in connection with their contract no. 1107 for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

In accordance with our usual practice, we are today forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

January 17, 1931

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by Andy's Service Station for materials furnished in the sum of $50.00 against the bond taken from Peck & Einerson, principals, and United States Fidelity & Guaranty Company, surety, for the work on Drain-Red Bridge Section of the Umpqua Highway.

We are enclosing herewith for your information and files a copy of this notice together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

HM
encs.

Drain, Ore. Jan. 15, 1950

Hal E. Hoss, Secy. of State

Salem, Ore.

Notice is hereby given that the undersigned Andy's Service Station has a claim for Gas & Oil furnished in the sum of $50.00 against the bond taken from United States Fidelity & Guaranty Co. Walter F. Cline, 1208 Porter Building, Portland, Ore. by Fock & Einerson, E. Henan, M. M. Monroe for the work on Drain-Red Bridge Section of Umpqua Highway.

The above mentioned supplies were use on cement culvert work.

A. H. MONSON

Endorsed: File No. 888
Filed January 17, 1951
HAL E. HOSS,
Secretary of State.

#1195
10PM-2
PR142B

ASSOCIATED OIL COMPANY

January 17, 1931

Associated Oil Company,
Portland, Oregon.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of January 16th concerning A. S. Wallace, Roseburg, Oregon, contractor.

Please be advised that Mr. Wallace has contract No. 1198 which is known as the Red Bridge-Drain Section of the Umpqua Highway in Douglas County. This contract consists of 10.1 miles of surfacing. The bond was furnished by the United States Fidelity & Guaranty Company for whom C. O. Price, Porter Bldg., Portland, Oregon, is resident agent. The amount of the bond is $67,645.09. The completion date of this contract is July 31, 1931.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION,

By

H. B. Olmsteyer,
Secretary.

Dict. by J. McFarland.

ASSOCIATED OIL COMPANY

DISTRICT OFFICE:
666-78 PITTOCK BLOCK

CREDIT DEPARTMENT

PORTLAND, OREGON
January 16, 1931

Oregon State Highway Commission
Salem, Oregon

Re: A.S. Wallace-Roseburg

Gentlemen:

It is our understanding that the above subject has been awarded a contract by the State of Oregon covering general construction work on the Drain-Reedsport Highway in the community of Drain, Oregon and has posted a bond guaranteeing the performance of such contract which instrument was written by the United States Fidelity & Guaranty Company.

As we are furnishing Gasoline and Oil requirements used in the equipment on this work, we of course, are desirous of having some knowledge of the nature of the bond, such as the amount of and whether or not we, as a creditor, would have the proper protection there under.

We will be grateful for your favor and advice which we will gladly reciprocate upon occasion.

Yours very truly,

ASSOCIATED OIL COMPANY

R. A. Lindquist

RAL:MB

District Credit Manager

#1107

PR1426

January 14, 1931

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you, as surety on the bond furnished by Peck & Kinerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, that we have today received information from Mr. Philip Hammond, attorney, of Oregon City, to the effect that a client of his by the name of Charles Austin has a claim against Peck & Kinerson in the sum of $300.00, being for certain subcontract work on clearing operations performed on this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

cc Peck & Kinerson

January 14, 1931

Philip Hammond
Attorney at Law
Oregon City, Oregon

Dear Sir:

Replying to your letter of the 13th instant concerning the claim of your client, Mr. Charles Austin, for certain subcontract work performed by him on the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, wish to say that our records show that a firm by the name of Koppe & Austin were doing certain clearing work on a subcontract under Peck & Einerson to whom the State Highway Commission awarded the original contract.

We have no direct dealings with the subcontractors on our work. The payment to which you refer is undoubtedly monies paid direct to Mr. Austin by Peck & Einerson. We have no knowledge of the provisions of the subcontract. Neither do we have any knowledge of payments made by the contractor for subcontract work and can not, therefore, give you further details.

We have not yet made final payment to Peck & Einerson for this work, but the work is completed and the final voucher has been prepared. In accordance with the usual procedure, payment should be effected within the next week or ten days provided nothing comes up in the mean time to require us to withhold this payment.

We also offer you, for Mr. Austin's protection, the bond furnished by Peck & Einerson for the protection of claims against this job. This bond was written by the U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is local agent, with offices in the Porter Building, Portland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBO:S

Secretary

#1107

PHILIP HAMMOND
ATTORNEY AT LAW
OREGON CITY, OREGON

January 13,1931.

State Highway Commission,
Salem, Oregon.

Gentlemen:

My client, Mr.Charles Austin, had a sub-contract on the Red-Bridge-Drain Highway in Douglas County. It is on, I believe, the first five miles of highway out of Drain.

It is my understanding that the Highway Department has paid out $1700.00 on account of the work and labor on this sub-contract.

Would you please advise me if you retained the balance, or $300.00 of this amount.

Would you also advise me if your engineer requires any further work on this contract before my client will be entitled to the balance,$300.00.

Yours truly,

Philip Hammond

H:O
1-14-31
Koppet Austin offer a sub on Scenic work. No payment has ever been made to Austin by us. Pratt & Emmons final will go to Commission tomorrow.

ANSWERED
H. B.

#1107
10PM
PR 142B

January 14, 1931

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received a letter from Grace O'Dale Admin, administratrix of the estate of Mary C. Van Kirk of Drain, Oregon in which we are advised that this estate has a claim against Edgar Hannon, subcontractor under Peck & Kinerson, to whom the State Highway Commission awarded the contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway.

This claim is for the rental of a house used by Mr. Hannon as an office and dwelling for the months of August 6, 1930 to November 6, 1930 at the rate of $25.00 per month. Previous rental payments have been made. There is outstanding now the sum of $75.00 for the three months mentioned above.

This information is given you as you appear as surety on the bond furnished by Peck & Kinerson in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

cc Peck & Kinerson

January 14, 1931

Grace O'Dale Admin
Drain, Oregon

Dear Madam:

This acknowledges receipt of your letter of the 13th instant advising us that Mr. Hannan, subcontractor under Peck & Einerson on highway work near Drain, is indebted to the estate of Mary O. Van Kirk in the sum of $75.00 for the rental of a house used by him while he was engaged in the construction of this highway, claim being for rental during August, September and October, 1930 at $25.00 per month.

In connection with all state highway contracts the successful bidder is required to furnish the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. Such a bond was furnished by Peck & Einerson in this instance and this bond is offered you for the protection of this claim. We would suggest that you take the matter up with the bonding company if you do not secure satisfaction from either Mr. Hannan or Peck & Einerson. The bond was written by the U. S. Fidelity & Guaranty Company, for whom Walter F. Cline is the local agent, with offices in the Porter Building, Portland, Oregon.

According to the Oregon statutes notice of claim should be filed with the Secretary of State prior to the expiration period of one year from the completion date of the contract in order to hold the bond liable after that date.

We are today calling this matter to the attention of the bonding company and also to the attention of Peck & Einerson, the original contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

CLEAR SPRINGS FARM
J. J. O'DALE

ANSWERED
H. B. G.

REGISTERED JERSEYS

DRAIN, OREGON, Jan 13th, 1931.

Oregon State Highway Commission,
Salem. Ore.

RECEIVED
JAN 1
OREGON
STATE Highway

Dear Sirs.

I just discovered yesterday that the enclosed bill for rent of the house used by Mr Hannan, subcontractor Peck & Dickerson, Drain Reedsport Highway, used as office and dwelling, for the months of May 6th. 1930 to Nov. 6th 1930. has not been entered on the estimate. It is due the estate of Mary C Van Kirk of which I am administrator. Mr. Hannan moved in May 6th. 1930 using the front part of house as office, using grounds and outbuilding as storage for truck Co. tools, oils ect. Rent of $25.00 per month was paid me by Mr Hannah's check for the months from May 6th to Aug 6th 1930. Since then he has paid me nothing, altho he continued to use the property as described for the following three months Aug 6th 1930 to Nov 6th. 1930. I will be pleased if you will advise me

CLEAR SPRINGS FARM
J. J. O'DALE

REGISTERED JERSEYS

DRAIN, OREGON,

or to the collection of this bill. -
Thanking you, I am,
yours truly,
Grace O'Dale. Admin.

CLEAR SPRINGS FARM
J. J. O'DALE

REGISTERED JERSEYS

DRAIN, OREGON.

$75.00

Jan 13th, 1931

Due the estate of Mary C. VanKirk $75.00
from Edgar Hannan, sub contractor. For
Messers Peck and Brierson, on Drain-
Reedsport Highway, for rent of house
used by Mr Hannan as office and
dwelling for the months from
Aug 6th 1930 to Nov 6th 1930. at the
rate of $25.00 per month.

Grace O'Dale Admin.

#1107
10PM
PR 142B

January 10, 1931

Mr. Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

This letter is to acknowledge receipt of yours of the 9th instant in which was enclosed the notice of the claim of A. E. Hamloth of Cottage Grove, Oregon for repairs to machinery and steam pump and for materials furnished in the sum of $22.80 to Edgar Hannan, sub-contractor under Peck & Sinerson in connection with their contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, State Highway Contract no. 1107.

In accordance with our usual practice, we are today forwarding copies of this notice to the contractor and to the surety on his bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

HBG:S Secretary

January 10, 1931

United States Fidelity & Guaranty Company
1206 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

This letter is to inform you that we have today received a letter from Herbert W. Lombard, an attorney of Cottage Grove, Oregon in which he enclosed notice of the claim of his client, A. E. Hemloth of Cottage Grove, for repairs to machinery and steam pump and for materials furnished in the sum of $22.60 to Edgar Hannan, subcontractor under Peck & Einerson in connection with their contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We enclose in this letter a copy of the notice above referred to. This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

S Secretary
Enc.

cc Peck & Einerson

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

RECEIVED
JAN 10 1931

January 9, 1931

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Inclosed herewith find claim and notice of A E Hamloth against the bond of Peck & Einerson, United States Fidelity & Guaranty Company, on the Red Bridge-Drain Section of the Umpqua Highway, in Douglas County, Oregon, being project #1195 and contract #1107.

Kindly acknowledge receipt thereof.

Yours truly,

HWL:CFW
enc

Cottage Grove, Oregon
January 9th, 1931

State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, A.E. HAMLOTH, of Cottage Grove, Oregon, has a claim for repairs to machinery and steam pump and for materials furnished in the sum of Twenty-two Dollars Eighty Cents ($22.80) to Edgar Hannan, sub-contractor under E.C.Peck and Jacob Einerson, co-partners, and against the bond taken from United States Fidelity & Guaranty Company, for the work of building and construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, State of Oregon, being project #1195, contract #1107.

Dated this 9th day of January, 1931.

A. E. Hamloth

PR 1423

December 31, 1930

Mr. Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

Replying to yours of the 20th instant concerning the claim of the Texas Company and Motor Inn Garage against Peck & Emerson for services rendered in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway, wish to say that it is contrary to the policy of the State Highway Commission to make payments direct to creditors of contractors. We do not doubt the legitimacy of the claim but since we have no way of knowing whether or not they are legitimate we do not believe it would be just fair to the contractor to pay them even if we had the authority to do so.

The bond furnished by the contractor is offered as protection and we can assure you that final payment will not be made to the contractor until he has signed a statement to the effect that all outstanding legitimate claims have been satisfied.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBG:S

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

December 29, 1930

State Highway Commission
Salem, Oregon

Gentlemen: Re: Red Bridge-Drain Section of
Umpqua Highway
Project #1195, Contract #1107
Claim: The Texas Company $337.02
Claim: Motor Inn Garage $55.58

We have notified the contractor and the bonding company with reference to the above two claims but to date have received no response from them as to when the claim will be paid.

Will you kindly advise us if any arrangements have been made with the Commission for the closing of these two small matters?

Yours truly,

HWL:OEW

ANSWERED
H. B. G.

#1197
10 PM
PF 142B

December 29, 1930

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: Walter F. Kline

Gentlemen:

This letter is to inform you as surety on the bond furnished by Peck & Kinerson in connection with their contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County that we have today received information from Mr. Newell Fish of Eugene, Oregon to the effect that he has a claim against the Hannan Construction Company, sub-contractors under Peck & Kinerson in the sum of $107.12 for work on finishing the grading with caterpillar and scrapers.

This information is given you in accordance with our usual custom.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

HBC:S

cc Peck & Kinerson

ANSWERED
H.B.C.

December 29, 1930

Mr. Newell R. Job
c/o Crow Stage
Eugene, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 26th instant in which you advise us of your claim in the sum of $107.12 against Hannan Construction Co., sub-contractors under Peck & Einerson to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We offer, for your protection, the bond furnished by Peck & Einerson in connection with this work. This bond was furnished to the State by the contractor for the protection of labor and material claims and all just debts, dues and demands incurred against the project. It is our suggestion that you take the matter of your claim up with Peck & Einerson and also with the surety on their bond. If you fail to secure satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with the provisions of Section 2991 of the Oregon Laws for 1920, a mimeographed copy of which we enclose.

The bond mentioned above was written by the U. S. Fidelity & Guaranty Company for whom Walter F. Kline is local agent, with offices in the Porter Building, Portland, Oregon. Peck & Einerson's address is Box 894, Hoquiam, Washington. The contract is State Highway Contract no. 1107.

In conformance with our usual practice we are today notifying the bonding company of the existence of your claim.

Very truly yours

STATE HIGHW[illegible]SION

By
Secretary

HBG:S.
Enc.

ANSWERED
H. B. G.

Eugene, Ore.
[illegible]

State Highway Commission
Salem, Ore.

Gentlemen:

I [illegible] claim against Hansen Construction Co. [illegible] working under Contract Finder Section of Plain Oregon on the Umpqua-Plain section of the Umpqua Highway.

I am enclosing an itemized statement of the work which there is still due me.

I was informed by the Eugene Hdq. Department to forward my claim and

aper. $ 630.00

38.75
25.00
75.00
00.00
14.20
16.35
22.00
4.58
3.00

24.00
28.88

07.12
30.00

$ 107.18

Red Bridge-Plain Section
Umpqua Highway

aper. $ 630.00

38.75
25.00
75.00
00.00
14.20
16.35
22.00
4.58
3.00

24.00
28.88

07.12

30.00

$ 107.12

Red Bridge - Main Section
Humphreys Hydraulic

Newell Job.

For Hannan Construction Co.

Drain.Oregon.

July to Sept I6.I930.

Work on Finishing Drade with Cat & Scraper. 42 days @ $ I5.00 per day		$ 630.00
9/5		
~~Paid~~ to Feeleys.Coffe Shop	38.75	
9/2 Check	25.00	
9/I8 Check	75.00	
9/I8 Check	300.00	
Gas	I4.20	
Oil	I6.35	
Bill at Garage	22.00	
Ford Gear	4.58	
R.C.Taylor labor	3.00	
Hauling ~~truck~~ to Harrisburg Cat.	24.00	
	$ 522.88	
Balance Due to Mr.Job.	I07.I2	
	$ 630.00	
Balance due		$ I07.I2

Red Bridge-Main Section
Humphreys Highway

#1107
11PM

FR 172B

December 24, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we hand to you herewith a notice of the claim of the National Hospital Association for hospital deductions in the sum of $100.34 against Edgar Hammen, subcontractor under Peck & Kinerson, in connection with the work of highway construction between Drain and Reedsport or the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract 1107.

This information is given you as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

FW
Inc.

cc Peck & Kinerson
Box 894
Hoquiam, Washington

December 24, 1930

Hal E. Hoss
Secretary of State
Capital Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of the 22nd instant in which you inclose three copies of the notice of claim of the National Hospital Association against Edgar Hansen, subcontractor under Peck & Hinerson, for hospital deductions in connection with the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We are today forwarding a copy of this notice to the contractor and the surety on his bond.

Very truly yours

STATE HIGHWAY COMMISSION

By

H. B. Glaisyer
Secretary

HBG:W

HAL E. HOSS
Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

December 22, 1930

State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Chief Clerk

Gentlemen:

This is to advise that we received and filed as of this date a notice of claim by the National Hospital Association for hospital deductions in the sum of $199.34 against the bond taken from Edgar Hannan, principal, and the United States Fidelity & Guranty Company, surety, for the work of highway construction between Drain and Reedsport, Oregon, known as State Highway contract No. 1107.

We are enclosing herewith a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract, and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

EL:HM
encs.

P. S.--We are also enclosing a copy of the letter received from National Hospital Association transmitting the notice of claim.

COPY

December 18, 1930.

Hon. Harold Hoss,
Secretary of the State,
Salem, Oregon.

Dear Sir:

Inclosed herewith is a formal claim as filed against the final estimate to Edgar Hannan on the State Highway Contract #1107 between Drain and Reedsport, Oregon.

Please advise if any further documents are necessary or any further action is required to complete our proof of claim.

Your prompt action to this matter will be appreciated.

Yours very truly,

NATIONAL HOSPITAL ASSOCIATION

P. GILBERT
Office Manager.

PG/Mc
End.

NATIONAL HOSPITAL ASSOCIATION
Incorporated

Officers
Sam C. Slocum, President
C. C. Rabin, Sec. & Treas.
C. C. Bechtold, Gen'l Manager

Largest in America
Home Offices top floor Mohawk Building
Phone Atwater 5291

Portland, Oregon.

December 18, 1930.

Hon. Harold Hoss,
Secretary of the State,
Salem, Oregon.

Dear Sir:

Purmant to Section 3991 of the Laws of Oregon, notice is hereby given that the undersigned, the National Hospital Association has a claim for hospital deductions as made under the provisions of contract as made and entered into the 14th day of October, 1929, between the National Hospital Association of Portland, Oregon, the party of the first part, and Edgar Hannan of Drain, Oregon, party of the Second part.

Under the provisions of this contract certain deductions were to be made by the party of the second part from his employees and paid over to the party of the first part. In consideration of these payments the party of the first part was obligated to furnish the necessary medical, surgical and hospital care to the employees of the party of the second part, all of which was necessary for the health and welfare of the said employees.

The amount of said claim is $199.35 against the bond taken from Edgar Hannan as principle, and the United States Fidelity & Guarenty Company as surety for the work of highway construction between Drain and Reedsport, Oregon, known as contract #1107 of the State Highway Commission.

National Hospital Association

By P. GILBERT
Office Manager.

PG/Me

Endorsed: File No. 874
Filed December 22, 1930
HAL E. HOSS, Secretary of State.

Form 26—E-18703—2M—10-30

PR 142B

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec. 14th. 1930, 193...

Job name Red Bridge - Drain — Week from Dec. 7th. to 13th.

Mail address Drain, Oregon.

Highway Umpqua — Telegraph or telephone address Drain, Oregon.

County Douglas — Job prefix 10 D N — Express and freight address Drain, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Completed final estimate on this job and sent same to Mr. E. A. Collier, Division Engineer.

RECEIVED
DEC 15 1930
DIVISION ENGINEER

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H E Robert

Title Asst. Engr.

#1107

GRADING CONSTRUCTION

Total miles of grading in project 10.1

Miles completed 10.10

Miles completed except finishing 0.00

Total cubic yards in project 265,923.2

Cubic yards moved to date 265,923.2

Miles covered by contractor's forces 10.1

Miles cross-sectioned 10.10

Miles cross-sections completed and checked 1.1

Miles to be remeasured 0.0

Number men in Engineering Party 5

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about Nov. 22nd. 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10 I W ..... *Percentage* 30
2. ..... *Percentage* 30
3. ..... *Percentage* 20
4. ..... *Percentage* .....

#1107
10PM

PR 142B

December 18, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

We hand to you herewith a copy of the notice that we have today received from Mr. Herbert H. Lambard, an attorney of Cottage Grove, in which we are advised that the Motor Inn Garage of Drain, Oregon, has a claim in the sum of $65.50 against Edgar Hansen, who it appears is a subcontractor under Peek & Kinerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Peek & Kinerson in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HHG:W
Inc.

cc Peek & Kinerson
Box 804
Hoquiam, Washington

December 15, 1930

Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

This letter is to acknowledge receipt of yours of the 12th instant in which you inclose a statement of the Motor Inn Garage, Drain, Oregon, setting forth their claim against Edgar Hannem, a subcontractor under Peck & Emerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, said claim being in the sum of $55.58.

We are today calling this matter to the attention of the contractor and the surety on his bond.

Replying to the postscript of your letter, wish to say that final settlement has not been made with Peck & Emerson for this work. We are holding as a retained percentage a sum equal to 7½ % of the contract price. This will not be paid to the contractor until the job has been completed and accepted by the Highway Commission. It will not then be paid unless the contractor signs a statement to the effect that all legitimate outstanding claims against the project have been paid.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:W

December 15, 1930

Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

This letter is to acknowledge receipt of yours of the 12th instant in which you inclose a statement of the Motor Inn Garage, Drain, Oregon, setting forth their claim against Edgar Hannem, a subcontractor under Peck & Kinerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, said claim being in the sum of $55.50.

We are today calling this matter to the attention of the contractor and the surety on his bond.

Replying to the postscript of your letter, wish to say that final settlement has not been made with Peck & Kinerson for this work. We are holding as a retained percentage a sum equal to 7½ % of the contract price. This will not be paid to the contractor until the job has been completed and accepted by the Highway Commission. It will not then be paid unless the contractor signs a statement to the effect that all legitimate outstanding claims against the project have been paid.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:W

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

December 12, 1930

DEC 1930

State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of A E Grauerholz I am inclosing herewith claim against the bond of E C Peck and J Einerson, copartners, with United States Fidelity & Guaranty Company surety, for materials and supplies furnished to Edgar Hannan, subcontractor.

Kindly acknowledge receipt of this notice.

Yours truly,

HWL:OEW
enc

PS Will you advise me whether or not the final settlement has been made on this contract and whether or not the State of Oregon is holding back a sufficient sum to pay any claims presented?

HWL

was enclosed

ANSWERED
H. B.

State of Oregon,
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned A.E. Grauerholz, doing business as The Motor Inn Garage of Drain, Oregon, has a claim for material and supplies furnished to Edgar Hannan, subcontractor under E.C.Peck and Jacob Einerson, copartners, said materials being gasoline, oil, labor, grease and wrecker service, in the sum of Fifty-five Dollars Fifty-eight Cents ($55.58), and against the bond taken from United States Fidelity & Guaranty Company, for the work of building and construction of the Red Bridge-Drain section of the Umpqua Highway in Douglas County, State of Oregon, being project #1195, contract #1107.

Dated this 12th day of December, 1930.

THE MOTOR INN GARAGE

By A.E. Grauerholz
Owner

#1107
10 PM
PR142B

December 9, 1930

Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

This will acknowledge receipt of yours of the 6th instant inclosing an affidavit of the claim of the Texas Company against Edgar Hannon, subcontractor to Peck & Kinerson, the original contractors in connection with the contract awarded to Peck & Kinerson by the State Highway Commission for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County. We wish to thank you for this notice.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

December 6, 1930

State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of the Texas Company I am inclosing herewith their claim against the bond of Peck & Einerson, co-partners, on the Red Bridge-Drain section of the Umpqua Highway, Douglas County, being project #1195 and contract #1107, and against the bond taken from the U S Fidelity and Guaranty Company, in conformity with Section 2991, Oregon Laws as amended.

HWL:OEW
ENC

Yours truly,
Herbert W. Lombard

ANSWERED
H. B. G.

TO: STATE OF OREGON,
OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, THE TEXAS COMPANY, a corporation, has a claim for material and supplies furnished to EDGAR HANNAN, subcontractor under E.C.Peck and J. Einerson, co-partners, said materials being gasoline and oil, in the sum of Three Hundred Thirty-seven Dollars Two Cents ($337.02), and against the bond taken from UNITED STATES FIDELITY & GUARANTY COMPANY, for the work of the building and construction of the Red Bridge-Drain section on the Umpqua Highway in Douglas County, Oregon, being project #1195 and contract #1107.

Dated this 6th day of December, 1930.

THE TEXAS COMPANY

By _____
Cottage Grove Agent

#1107

PR 1428

December 4, 1930

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

This letter is to inform you that we have today received a notice from Mr. Herbert W. Lombard, an Attorney of Cottage Grove, to the effect that the Texas Company has a claim in the sum of $557.02 against Edgar Hannan, who it appear is a subcontractor under Peck & Einerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract #1107.

This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
cc Peck & Einerson
Box 894
Hoquiam, Washington

December 4, 1930

Herbert W. Lombard
Attorney at Law
First National Bank Building
Cottage Grove, Oregon

Dear Sir:

We acknowledge receipt of your letter of the 3rd instant inclosing the affidavit of Mr. H. B. Glass, local agent for the Texas Company in which is set forth the claim of the Texas Company against Edgar Hannan, subcontractor under Peck & Einarson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, the claim being in the sum of $337.02.

Responding to your request we hand to you herewith a certified copy of the contract and bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
COTTAGE GROVE, OREGON

RECEIVED
DEC 4 1930
OREGON
STATE HIGHWAY COMMISSION

December 3, 1930

State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of the Texas Company I am inclosing herewith verified claim of their account with one Edgar Hannan who holds the sub-contract on the Drain-Red Bridge part of the Umpqua-Reedsport-Douglas County Highway, the main contractors being Peck and Einerson of Hoquiam, Washington.

The account has not been paid and this claim is being filed with you as by law required. Kindly acknowledge receipt of claim.

Will you kindly forward me a certified copy of contract and bond between Peck & Einerson and the State Highway Commission on this contract.

Yours truly,
Herbert W. Lombard

HWL:OEW
ENC.

ANSWERED
H. B. G.

STATE OF OREGON)
: ss,
COUNTY OF LANE)

I, N.E.GLASS, being first duly sworn, depose and say: That I am the Cottage Grove local agent for the Texas Company for Cottage Grove and vicinity; that said Texas Company between the 29th day of August, 1930, and the 21st day of October, 1930, at the special instance and request of one EDGAR HANNAN of Drain, Oregon, furnished and delivered to said EDGAR HANNAN gasoline and oil, a statement of which is as follows, to-wit:

Date 1930	Invoice No.	Whether Gasoline or Oil	Amount of Invoice	Balance as of that Invoice
Aug. 29	1221573	Gasoline	$11.00	$ 11.00
" 30	1221583	"	8.00	19.00
" 30	1221584	Oil	3.24	22.24
Sept 3	1221599	Gasoline	21.00	43.24
" 4	1221603	Oil	3.24	46.48
" 4	1221602	Gasoline	24.00	70.48
" 4	1221612	"	9.00	79.48
" 8	1221621	Oil	3.24	82.72
" 8	1221620	Gasoline	5.00	87.72
" 9	1221623	"	3.00	90.72
" 11	1221632	"	22.60	113.32
" 13	1221642	Oil	3.24	116.56
" 13	1221641	Gasoline	14.00	130.56
" 15	1221654	"	10.60	141.16
" 16	1221663	Oil	3.24	144.40
" 16	1221662	Gasoline	32.00	176.40
" 19	1221674	"	15.12	191.52
" 22	1221682	"	13.65	205.17
" 23	1221688	Oil	8.91	214.08
" 23	1221687	Gasoline	11.55	225.63
" 25	1221692	"	13.65	239.28
" 27	1221698	"	18.90	258.18
" 27	1221697	Oil	3.24	261.42
" 29	1221704	Gasoline	8.40	269.82
Oct. 1	1221706	"	12.60	282.42
" 3	1221709	"	33.60	316.02
" 21	1221517	"	21.00	337.02

$337.03 balance now past due on account.

That all of said products, including gasoline and oil were furnished to said EDGAR HANNAN, the said EDGAR HANNAN being a sub-contractor on the Umpqua-Reedsport-Douglas County Highway and for the Drain-Red Bridge portion thereof, and was used in the construction thereof.

That PECK & EINERSON of Hoquiam, Washington were general contractors therefor; that all of said materials aforesaid were furnished by said claimant herein to the said EDGAR HANNAN at his special instance and request and that I have personal knowledge of same; that no payments have been made on said account excepting as stated in said statement and there is no just counter claim or offset to the same to my knowledge, and that the said sum of $337.02 together with interest thereon at the rate of 6% per annum from the 21st day of October, 1930, is wholly due and owing claimant from said EDGAR HANNAN.

N.E. Glass

Subscribed and sworn to before me this 3rd day of December, 1930.

Helen Glass

My Commission expires 11/7/33 Notary Public for Oregon

Form 30—E-18703—2M—10-30

PF142B

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Nov. 30th. 1930, 193....

Job name Red Bridge - Drain Surfacing — *Week from* Nov. 23rd. *to* 29th.

Mail address Drain, Oregon.

Highway Umpqua — *Telegraph or telephone address* Drain, Oregon.

County Douglas — *Job prefix* 10 F M- 2 — *Express and freight address* Drain, Oregon.

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Wallace complets laying base rock Tuesday. Runs some sub-base on the gravel that rock put on last fall. Patched up the worst places and put on a light coat to be placed if any needed. Spent Wed. and Thur. rolling base and adding screenings and filler

Get stock pile site 6.5 miles north of Drain, party made survey and tie to D. L. C. corner. Did not get map finished.

Wallace agrees to runtthe rock for the Pacific Highway in three sizes in place of two as the contract calls for. E. A. Collier over job Friday.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H. E. Roberts

Title Jun. Engr.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project 10.1

Miles completed 0.00

Miles partially done 8.7

Total cubic yards in project 57,700

Cubic yards produced to date 14,700.0

Average daily yardage produced this week ..... 1[illegible]0.0

Average daily yardage necessary to complete on time ..... 1[illegible]0.0

Contractor's average force for week ..... men,

..... teams, ... 5 trucks

Project will be completed about ..... July 1st. 19[illegible]

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 10 I N - 8 ..... Percentage 20
2. ..... 10 I N ..... Percentage 70
3. ..... 10 P P ..... Percentage 10
4. ..... Percentage .....

#1107
10PM
PR 1.42B

November 26, 1930

Mr. H. E. Glass, Resident Agent
The Texas Company
Cottage Grove, Oregon

Dear Sir:

We have your letter of the 25th instant in which you advise that you have a claim against Edgar Hannon for oil and gasoline furnished him in connection with his subcontract under Peck & Einerson for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Replying thereto will say that Peck & Einerson are held responsible for claims against this contract. The bond was furnished by them to the State for the protection of labor and materials claims and all ju t debts, dues and demands incurred against the project. This bond is offered for the protection of your company. If you do not secure satisfaction from Mr. Hannon we would suggest that you take the matter up with Peck & Einerson and also with the surety on his bond who is in this instance the United States Fidelity & Guaranty Company, Walter F. Cline, Agent, Porter Building, Portland, Oregon.

If you do not secure satisfaction from Peck & Einerson or the surety on the bond then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in conformance with section 2991 of the Oregon Laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:W

THE TEXAS CO-

November 26, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of a letter that we have today received from Mr. H. E. Glass, agent for the Texas Company at Cottage Grove, Oregon, in which he advises us of his claim against Edgar Hannon a subcontractor under Peck & Einarson to whom the State awarded the contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Peck & Einarson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc

cc Peck & Einarson
Box 894 Hoquiam, Washington

THE TEXAS COMPANY

November 25, 1930

State Highway Commission,
Salem, Oregon.

Gentlemen:

We have been delivering to Mr. Edgar Hannan at Drain, Oregon oil and gasoline that was used on the Drain-Umpqua-Reedsport Highway. This was a sub contract through Einerson and Peck of Hoquiam, Washington and so far Mr. Hannan has not paid us in full and we are unable to get a reply of any kind from him in regard to this bill.

We would appreciate hearing from you as to what disposition you expect to make in the way of payment of this bill.

Yours very truly,

BY E. E. Glass.
AGENT THE TEXAS COMPANY
COTTAGE GROVE OREGON

NEG:H

ANSWERED
H. B. G.

#1108

PR 1340

1107
PR 1428

November 18, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

At the request of the Secretary of State we are handing to you herewith a certified copy of the notice of the claim that has been filed in his office by Arthur Bostock, being Mr. Bostock's claim for labor and services furnished Edgar Hannan who it appears is subcontractor under Peck & Einerson to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract #1107.

This notice is forwarded to you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc · Peck & Einerson
Box 894
Hoquiam, Washington

November 18, 1930

Hal E. Hoss,
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 17th instant in which you inclose three certified copies of the claim of Arthur Bostock against Edgar Hannan a subcontractor under Peck & Einerson for labor and services furnished in the sum of $1,530.15 in connection with the contract awarded to Peck & Einerson by the State Highway Commission for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

B:W

Secretary of State

C. N. LAUGHRIDGE
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
NOV 18
OREGON

November 17, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Christopherson & Matthews, Attorneys at Law, Broadway Building, Portland, and filed as of this date, affidavit and notice of claim by Arthur Bostock, for labor and services furnished in the sum of $1530.15 against the bond taken from Edgar Hannan, subcontractor under Peck & Einerson, as principal, and United States Fidelity and Guaranty Company, as surety, for the work of grading and excavating on the State Highway known as Red Bridge-Drain Section of the Umpqua Highway in Douglas County, State Highway Contract No. 1107.

We are enclosing a certified copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

ANSWERED
11. B. G.

L

November 7, 1930.

TO THE STATE OF OREGON, THE OREGON STATE HIGHWAY COMMISSION, UNITED STATES FIDELITY AND GUARANTY COMPANY, AND TO ALL WHOM IT MAY CONCERN:

Notice is hereby given that the undersigned, Arthur Bostock, of Portland, Oregon, has a claim for labor performed and services rendered in the hauling of rock and dirt in connection with the work being done upon the State Highway known as Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, and known as State Highway Contract No. 1107 in the office of the Oregon State Highway Commission. That said work was done by this claimant for and at the special instance and request of Edgar Hannan, a subcontractor under Peek & Einerson of Hoquiam, Washington. That Peek & Einerson of Hoquiam, Washington, hold a general contract for the grading and excavation of said Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon. That the work, services and labor performed by this claimant consist of the hauling and dumping of rock, dirt, gravel and material from the steam shovels used by the general contractors in the performance of their contracts and was performed under and pursuant to a written contract made and entered into on the 20th day of August, 1929, by and between Edgar Hannan and Arthur Bostock, a copy of which said contract is hereto attached and marked "EXHIBIT A" and made a part hereof. That between the dates of Sept. 1, 1929, and June 15, 1930, under the pursuant to said contract, this claimant performed work, labor and services for the said Edgar Hannan of the reasonable value

of Sixty-Five Hundred Eighty-One Dollars and Fifteen Cents ($6581.15), upon which claimant has been paid the sum of Fifty-Five Hundred Ninety-Three Dollars and Ninety-Eight Cents ($5593.98), and there remains now due and owing from the said Edgar Hannan to this claimant the sum of Nine Hundred Eighty-Seven Dollars and Seventeen Cents ($987.17) on account of said labor and services so performed. That between the 15th day of June, 1930, and the 15th day of September, 1930, this claimant, under and pursuant to an agreement with the said Edgar Hannan, performed work, labor and services in the hauling of gravel, dirt, rock and material from the steam shovels engaged and used in the carrying out of the contract on said Red Bridge Highway at the agreed and reasonable value of Three Dollars ($3.00) per hour, and that this claimant rendered services under such agreement for the total period of five hundred ninety-eight and five tenths (598.5) hours of the total agreed and reasonable value of Seventeen Hundred Ninety-Five Dollars and Fifty Cents ($1795.50), on account of which said work, labor and services so performed claimant has been paid the sum of Twelve Hundred Fifty-Two Dollars and Fifty-Two Cents ($1252.52) and that there remains now due and owing from the said Edgar Hannan to the said claimant the sum of Five Hundred Forty-Two Dollars and Ninety-Eight Cents ($542.98).

That in the performance of such services this claimant furnished the labor and the trucks for the performance thereof and that this claimant has a claim for such labor and services performed during the whole period of time herein mentioned and has a balance due on account thereof in the sum of Fifteen Hundred Thirty Dollars and Fifteen Cents ($1530.15) against the bond taken from Peck & Einerson, as principles, and United States Fiedlity and Guaranty Company, as surety upon such bond, for

the work, labor and services performed by this claimant for Edgar Hanman as hereinbefore specified, to wit; for the work, labor and services and trucks furnished in the hauling and dumping of gravel, dirt and material from the steam shovels used in connection with the grading and excavation of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No. 1107, and concerning which said contract and work said bond was taken.

Dated this 7th day of November, A. D., 1930.

ARTHUR BOSTOCK
Claimant

STATE OF OREGON,)
) ss .
County of Multnomah,)

I, Arthur Bostock, being first duly sworn, say that I am the claimant mentioned in the foregoing NOTICE OF CLAIM and that the above claim is just and correct and that no part thereof has been paid. That the same is for work, labor, services and the use of motor trucks furnished by me and used by me at the request of Edgar Hannan, subcontractor, and that said work, labor and services were actually rendered and used and done in and upon the performance of the contract known as State Highway Contract No. 1107 in the office of the State Engineer of the State of Oregon, and which contract was given to Peck & Kinerson of Hoquiam, Washington, for the grading and excavation of said Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon.

ARTHUR BOSTOCK

Subscribed and sworn to before me this 7th day of November, A. D., 1930.

A. J. CHRISTOPHERSON
Notary Public for State of Oregon.
My commission expires March, 2, 1932.

(SEAL)

Notice of Claim of Arthur Bostock of Portland, Oregon, to State of Oregon, the Oregon State Highway Commission, United States Fidelity and Guaranty Company and to all whom it may concern.
Amount of Claim - $1530.15
From the offices of: PAUL M. LONG and CHRISTOPHERSON & MATTHEWS
514 Broadway Building, Portland, Oregon. Attys. for Arthur Bostock.

Endorsed: November 17, 1930
HAL E. HOSS,
Secretary of State.

EXHIBIT A

Portland, Oregon

August 20, 1929

MAIN RED BRIDGE HIGHWAY

AN AGREEMENT, entered into between EDGAR HANNAN Parties of the First Part, and A. BOSTOCK, Party of the Second Part, who agrees to do all hauling of materials from steam shovel or shovels on to the grade as the Engineer in charge may direct, and to furnish a suitable amount of trucks to take material away from shoval or shovels as fast as it is loaded.

Parties of the First Part agree to pay Party of the Second Part the sum of one cent (1¢) per yard for all overhaul and in addition ten and one half (10½¢) cents for all material hauled excepting truck haul which will be twenty-two (22¢) per cubic yard; all quanitites to be computed by the Engineer in charge; payments to be made monthly less fifteen (15%) per cent which shall be paid within thirty (30) days after the completition of the work. the said Second party agrees to furnish a Surety Bond for $2500 for the faithful performance of this Agreement.

Witness:

(Sgd) Wm. Dethman

(Sgd) Al. R. Smith

(Sgd) Edgar Hannan

(Sgd) Arthur Bostock

AFFIDAVIT IN RELATION TO WORK PERFORMED BY ARTHUR BOSTOCK IN CONNECTION WITH THE GRADING OF THE RED BRIDGE-DRAIN SECTION OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY, OREGON, AND KNOWN AS STATE HIGHWAY CONTRACT NO. 1107

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, Arthur Bostock, being first duly sworn, do on oath depose and say that on the 20th day of August, 1929, I made and entered into a contract with one Edgar Hannan who has a contract with Peck & Einerson of Hoquiam, Washington, for grading the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, and known as State Highway contract #1107. That pursuant to said contract and agreement I performed work, labor and services and furnished motor trucks in connection with such services in the hauling of rock, dirt, gravel and material from the steam shovels used in connection with the performance of said contract. That the work, labor and services which I performed and caused to be performed in connection with the carrying out of my contract was performed upon said highway between Drain and Scottsburg, Oregon, and said services consisted in hauling rock, dirt, gravel and material from said steam shovels and dumping the same, and that between the 1st day of Sept. 1929, and the 15th day of June, 1930, I performed said services under and pursuant to a contract entered into between me and the said Edgar Hannan, a copy of which is hereto attached and marked "EXHIBIT A" and made a part hereof of the total reasonable and agreed value of Sixty-Five Hundred Eighty-One Dollars and Fifteen Cents ($6581.15), on which Fifty-Five Hundred Ninety-Three Dollars and Ninety-Eight Cents ($5593.98) has been paid, leaving a balance due me of Nine Hundred Eighty-Seven Dollars and Seventeen Cents ($987.17). That

between the 15th day of June, 1930, and the 15th day of September, 1930, I performed work, labor and services and furnished trucks in connection with the grading of said highway to and at the request of the said Edgar Hannan at the agreed and reasonable price of Three Dollars ($3.00) per hour for a total of five hundred ninety-eight and five tenths (598.5) hours and on account of which I have been paid the sum of Twelve Hundred Fifty-Two Dollars and Fifty-Two Cents ($1252.52), leaving a balance of Five Hundred Forty-Two Dollars and Ninety-Eight Cents ($542.98) due and owing me on account thereof; or a total of Fifteen Hundred Thirty Dollars and Fifteen Cents ($1530.15) owing to me on account of work, labor and services performed for the said Edgar Hannan since Sept. 1, 1929.

That I make this affidavit pursuant to Section 8991, Oregon Laws, as amended by Chapter 136, Oregon Laws of 1929.

ARTHUR BOSTOCK

Subscribed and sworn to before me this 10th day of November, A. D. , 1930.

A. J. CHRISTOPHERSON
Notary Public for State of Oregon.
My commission expires March 8, 1932.

(SEAL)

Affidavit in Support of Claim of Arthur Bostock against Bond of United States Fidelity & Guaranty Company in connection with grading of Red Bridge-Drain Section of Umpqua Highway in Douglas County, Oregon, and known as State Highway Contract No. 1107.
Amount of Claim - - $1530.15
From the offices of: PUAL M. LONG and CHRISTOPHERSON & MATTHEWS, 514 Broadway Building, Portland, Oregon, Attys. for Arthur Bostock.

Endorsed: November 17, 1930
HAL E. HOSS,
Secretary of State
File No. 858

EXHIBIT A

Portland, Oregon

August 20, 1929

DRAIN RED BRIDGE HIGHWAY

AN AGREEMENT, entered into between EDGAR HANNAN Parties of the First Part, and A. BOSTOCK, Party of the Second Part, who agrees to do all hauling of materials from steam shovel or shovels on to the grade as the Engineer in charge may direct, and to furnish a suitable amount of trucks to take material away from shovel or shovels as fast as it is loaded.

Parties of the First Part agree to pay Party of the Second Part the sum of one cent (1¢) per yard for all overhaul and in addition ten and one half (10½) cents for all material hauled excepting truck haul which will be twenty-two (22¢) per cubic yard; all quantities to be computed by the Engineer in charge; payments to be made monthly less fifteen (15%) per cent which shall be paid within thirty (30) days after the completition of the work, the said Second party agrees tofurnish a Surety Bond for $2500 for the faithful performance of this Agreement.

Witness:

(Sgd) Wm. Dethman

(Sgd) Al. R. Smith

(Sgd) Edgar Hannan

(Sgd) Arthur Bostock

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of Notice of Claim by Arthur Bostock for labor and services rendered in the sum of $1530.15 against Edgar Hannan, subcontractor, under Peck & Einerson, principal, and United States Fidelity and Guaranty Company, surety, for the grading and excavation of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, State Highway Contract No. 1107, with the original notice of claim filed in the office of the Secretary of State on November 17, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17 day of November, A. D. 1930.

Hal E Hoss

Secretary of State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of Notice of Claim by Arthur Bostock for labor and services rendered in the sum of $1530.15 against Edgar Hannan, subcontractor, under Peck & Einerson, principal, and United States Fidelity and Guaranty Company, surety, for the grading and excavation of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, State Highway Contract No. 1107, with the original notice of claim filed in the office of the Secretary of State on November 17, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17 day of November, A. D. 1930.

Hal E Hoss

Secretary of State

#1107
10PM

PR 142B

November 8, 1930

Peck & Himerson,
Drain, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1107 - Red Bridge-Drain Section in Douglas County expired on September 30th, 1930. Kindly make immediate application for further extension of time on this contract so that it will not be necessary to hold up the payment of your estimates.

Your application must be accompanied by the written consent of your surety on the bond furnished in connection with this contract.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By .

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

FORM S-S-1 S-18511 500 10-50

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

#1107

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

108M

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

November 6, 1930

Peak & Emerson
Box 804
Hoquiam, Washington

Gentlemen:

Knowles and Graber, of Cottage Grove, have called our attention to a bill long past due for supplies, amounting to $7.25, which they claim is owed by your subcontractor, Mr. Hammon.

Your contract requires prompt payment of all bills. If this is a just claim, please arrange for its settlement.

Very truly yours
E. A. Collier
E. A. Collier
Division Engineer

EAC:EF
cc Knowles & Graber
cc Edgar Hammon
cc G. L. Roberts
cc E. Walsh
cc C.F.Smith

NOTED
H. B GLAISYER

NOV -6

#1107
10 PM

PR 1425

November 5, 1930

Shorts & Denney,
907 Alaska Building,
Seattle, Washington.

Gentlemen:

Receipt is acknowledged of your letter of November 4th in which you make inquiry concerning the Peak & Emerson contract No. 1107 - Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Please be advised that this contract was 97% complete on October 15th. At that time our field engineer estimated that the work would be completedon October 31st. We are unable to advise you of the exact date the final payment will be made.

The bond in connection with this contract was furnished by the United States Fidelity & Guaranty Company for whom Walter F. Cline, Porter Bldg., Portland, Oregon, is resident agent.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glatzyer,
Chief Clerk.

Dict. by J/ McFarland.

#1107

Shorts & Denney

Bruce C. Shorts
R. G. Denney

Clinton H. Harlow

LAW OFFICES

907-909 Washington Bldg.

Seattle, Washington

November 4, 1930

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Could you please advise us if Messrs. Peck & Einerson have completed their contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon, being State Highway Contract No. 1107. If so, when will the contractors receive final payment. The reason for our inquiry is that we wish to file a claim against the contractors and their bondsmen on this work.

Thanking you, we are

Very truly yours,

SHORTS & DENNEY

BY: R. G. Denney

RGD:ef

97 [illegible] c-t, 15

#1107
10PM

PR142B

November 5, 1930

United States Fidelity & Guaranty Co.
Walter F. Chine, Agent
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. Wm. Hawkins proprietor of the Elk Creek Auto Camp, Drain, Oregon, in which he advises us of the claims he has against subcontractors under Peck & Kinerson to whom the State Highway Commission has awarded the contract for the grading of the Red Bridge Drain Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Peck & Kinerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc Peck & Kinerson

November 5, 1930

Clem Huckins
% Elk Creek Auto Camp
Drain, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 1st instant in which you advise us of your claims against subcontractors working for Peck & Einerson, to whom the State Highway Commission awarded the contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, said claims being as follows:

Mr. Hannon - Gas and oil	$ 12.52
K. F. Koppe - Gas and oil	$ 31.93
Mr. Bostock - truck driver for Hannon	$ 5.50

In connection with the contract awarded to Peck & Einerson the contractor was required to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project whether the claim was incurred by the original contractor or subcontractors. We offer this bond to you for your protection and would suggest that you take the matter up with the bonding company if you do not secure satisfaction from either the subcontractors or from Peck & Einerson. If you secure no satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with the provisions of Section 8991 of the Oregon Laws, a mimeographed copy of which we are inclosing for your further information.

In accordance with our usual practice we are today informing the contractor and the surety on his bond of the existence of your claim.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claimyer
Chief Clerk

HBC:W

ELK CREEK AUTO CAMP
CLEM HUCKINS, PROP.
DRAIN, OREGON

11-1-30

State Highway Dept.
Salem Ore.

Gentlemen, - We have some bills against the new Highway from Drain to the coast.

as follows..

Mr. Hannon - gas + oil.	12.52
K.F. Koepke culvert contractor for gas+oil	31.93
Mr. Bostock. truck driver for Hannon	5.50

This work is all sub contracted under Peck + Emerson.

Yours Truly
Clem Huckins

ANSWERED
H. B. G.

2-B

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A P. 142-B

Post Office Building
Portland, Oregon.

Oct. 29, 1930

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

P.S. There is also enclosed one approved copy each of the Special Provisions, and estimate upon which was based the modified project agreement.

Jwm

Apr pv 6133

Oregon Federal Aid Project No. 142, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 9, 1929, by the State Highway Commission of Oregon, and on December 4, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 142, Section B; and

WHEREAS, the said State Highway Commission has requested approval of m revisions of the plans, specifications and estimates approved for said Section B to provide for the construction of a waterbound crushed rock macadam surfacing over the entire length thereof; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from $153,349.93 to $283,306.43, and that the Federal funds approved and set aside to the credit of said Section B be increased from $114,409.51 to $176,301.59:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys,plans, specifications and estimates and the sum of one hundred seventy-six thousand, three hundred one and 59/100 dollars ($176,301.59) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article I shall read:

"Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(b) By the County of Douglas, $53,502.42, deposited with the State Treasurer.

(c) By the Umpqua Highway Improvement District, $53,502.42, deposited with the State Treasurer."

Paragraph (b) of Article III shall read:

"(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $271,026.58, Federal Aid $168,659.84; two bridges, approved estimate $12,279.85, Federal Aid $7,641.75."

Paragraph (d) of Article III shall be and is hereby stricken out.

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred seventy-six thousand, three hundred one and 59/100 dollars ($176,301.59), certified to the Secretary

of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred eighty-three thousand, three hundred six and 43/100 dollars ($283,306.43), the approved total estimated cost of Section B of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the 25th day of September, 1930, and the Secretary of Agriculture on the 14th day of October, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzer
Chairman, State Highway Commission

By C E Gates
Member, State Highway Commission

By _____
Member, State Highway Commission

C. W. Marvin
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 142, Section B.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural ~~section~~ between survey station 1269+480 in Sec. 14, T.22 S., R.7 W., and survey station 1806+00 at the intersection of Fourth and B. Streets in the town of Drain,

locally known as the Umpqua Highway between Reedsport and Drain, Douglas County, and designated in the records of this Department as Section B of Project No. 142, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 283,306.43 in lieu of the $114,409.81 approved by Certificate of Dec. 4, 1929 Section B of as the total estimated cost of said project, and the sum of $ 176,301.59/ Section B of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed ~~the~~ ~~per cent~~ of said total estimated cost.

Done at the city of Washington, this 14th day of October one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

RECEIVED

Acting Secretary of Agriculture.

GOVERNMENT PRINTING OFFICE 8—4830

HAL E. HOSS
Secretary of State

C. N. LAUGHEAD
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
OCT 31 1930
OREGON

PR 142B

October 30, 1930

State Highway Commission,

State Office Building.

Gentlemen: (Attention Mr. H. B. Glaisyer, Chief Clerk)

We are enclosing herewith a letter from Christopherson & Matthews, Portland, Oregon, requesting information for filing a notice of claim.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Lobby

L

Oregon & Eastern #1107

#1107
10 PM

PR 142B

October 29, 1930

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto are copies of two notices of claims that have been filed in this office today by J. N. Hart, Attorney in Portland, being the claims of R. F. Koppe against Peck & Einerson for services rendered Peck & Einerson in the sum of $480.57 and $1046.65 respectively, in connection with the contract awarded Peck & Einerson for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

J. N. HART
ATTORNEY AT LAW
PORTLAND, ORE.

October 29, 1930

J. N. Hart
Attorney at Law
510 Railway Exchange Bldg.
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of the 28th instant inclosing notices of the claims of R. F. Koppe against Peck & Hinerson, the first of which is in the sum of $480.57 for services rendered as superintendent and forman of slashing and burning operations, the other in the sum of $1046.65 is for the laying of pipe and the construction of culverts.

This matter is being called to the attention of the contractor and the surety on his bond in accordance with our usual practice.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

J. N. HART
ATTORNEY AT LAW
515 RAILWAY EXCHANGE BUILDING
PORTLAND, OREGON

October 28, 1930

State Highway Commission,
SALEM, Oregon.

Gentlemen:

Enclosed find notices of claims of R. F. Koppe. The first of these is for laying pipe and excavation in construction of culverts in connection with the contract of Peck and Einerson covering the Red Bridge-Drain section of the Umpqua Highway, in Douglas County.

The second one is for work as foreman and superintendent of the work of slashing and burning timber and brush on the same highway.

If in order, kindly file and take such action as may be necessary and proper to protect the interests of Mr. Koppe, advising me from time to time if anything further is required of him.

Very truly yours,

J. N. HART.

JNH-H
Encls.

ANSWERED
H. B. G.

No. 1

NOTICE OF CLAIM

To the State of Oregon,
To the Secretary of State of the
State of Oregon, and
To the Highway Commission of the
State of Oregon:

Notice is hereby given that the undersigned, R. F. Koppe, has a claim for laying pipe, excavation in connection therewith, constructing culverts, and excavation in connection therewith, in the sum of One Thousand Forty-six and 65/100 (1,046.65) Dollars against the bond taken from E. C. Peck and Jacob Einerson, co-partners as Peck and Einerson, which bond was executed by the United States Fidelity and Guaranty Company, as surety, for the work of grading of the Red Bridge-Drain section of the Umpqua Highway in Douglas County, Oregon, said contract being executed by said Peck and Einerson, and known as contract number 1107.

Dated this 28th day of October, 1930.

R F Koppe

No 2

NOTICE OF CLAIM

To the State of Oregon,
To the Secretary of State of the
State of Oregon, and
To the Highway Commission of the
State of Oregon:

Notice is hereby given that the undersigned, R. F. Koppe, has a claim for services as superintendent and foreman of the work of slashing and burning timber and brush, in the sum of Four Hundred Eighty and 57/100 (480.57) Dollars against the bond taken from E. C. Peck and Jacob Einerson, co-partners as Peck and Einerson, which bond was executed by the United States Fidelity and Guaranty Company, a corporation, as surety, for the work of grading of the Red Bridge-Drain section of the Umpqua Highway in Douglas County, Oregon, under contract executed by said Peck and Einerson, and known as contract number 1107.

Dated this 28th day of October, 1930.

R F Koppe

#1107
10PM

PR 142B

October 28, 1930

U. S. Fidelity & Guaranty
Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing to you herewith a certified copy of the notice of claim filed in his office by the Concrete Pipe Company, being there claim against Peck and Einerson for materials furnished Peck & Ringerson in the sum of $1185.22 for the contract that was awarded by the highway commission for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

This notice is being sent to you since you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.
cc Peck & Einerson

October 29, 1930

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 27th instant inclosing three certified copies of the claim of the Concrete Pipe Company against Peck & Einerson being for materials furnished in the sum of $1185.22 for the contract that was awarded to Peck & Einerson by the highway commission for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Cleiayer
Chief Clerk

HBC:W

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

RECEIVED
OCT 29 1930
OREGON

October 27, 1930

State Highway Commission,

State Office Building,

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received from Stephen W. Matthieu, Attorney, Portland, Oregon, and filed as of this date, a notice of claim by Concrete Pipe Company for material furnished in the sum of $1,185.22, together with interest thereon from the first day of November, 1929, against the bond taken from Peck and Einerson, principal, and the United States Fidelity and Guaranty Company, surety, for the work of construction of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

ANSWERED
H. B. G.

L

Portland, Oregon
25 October 1930

To: STATE OF OREGON
HAL HOSS, SECRETARY OF STATE
STATE HIGHWAY COMMISSION OF OREGON
E. C. PECK and JACOB EINERSON, doing
business as PECK & EINERSON; and
UNITED STATES FIDELITY AND GUARANTY
COMPANY, a corporation

NOTICE is hereby given that the undersigned CONCRETE PIPE COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Oregon, has a claim for materials and supplies furnished, consisting principally of concrete pipe in the sum of $2,226.72, less $850.00 paid on account and less a further claim of $191.50 for freight paid, making a due balance of $1,185.22 with interest from the first day of November, 1929, against the bond of E C Peck and Jacob Einerson doing business as Peck & Einerson, and United States Fidelity and Guaranty Company as surety, for the work of the principal in connection with the construction of the Drain-Red Bridge Section of the Umpqua Highway in D[illegible] County, Oregon;

That said materials were supplied to Edg[illegible] Hannan, sub-contractor of the above named principal.

CONCRETE PIPE COMPANY

By STEPHEN W. MATTHIEU
Its Attorney

Portland, Oregon
25 October 1930

ENDORSED:

File No. 852
Filed October 27, 1930, HAL E. HOSS, Secretary of State.

I

In Testimony Whereof, I have hereunto set my hand
and affixed hereto the Seal of the State

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Concrete Pipe Company for materials furnished in the sum of $1,185.22, together with interest thereon from the first day of November, 1929, against the bond taken from Peck & Einerson, principal, and the United States Fidelity and Guaranty Company, surety, for the work in connection with the construction of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, Oregon, with the original notice of claim filed in the office of the Secretary of State on October 27, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Concrete Pipe Company for materials furnished in the sum of $1,185.22, together with interest thereon from the first day of November, 1929, against the bond taken from Peck & Einerson, principal, and the United States Fidelity and Guaranty Company, surety, for the work in connection with the construction of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, Oregon, with the original notice of claim filed in the office of the Secretary of State on October 27, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 27th day of October, A. D. 1930.

Hal E Hoss

Secretary of State

#1107
1 of 1

PR142B

October 28, 1950

Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

This will acknowledge receipt of your letter of the 25th instant inclosing an affidavit of claim of the Concrete Pipe Company against Peck & Einerson in the sum of $1,185.22 for materials and supplies furnished Peck & Einerson in connection with their contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County. We are placing your notice on file.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claiayer
Chief Clerk

RBC:W

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND OREGON

25 October 1930

OCT 27 1930
COMMISSION

State Highway Commission of Oregon
Salem
Oregon

Gentlemen:

I herewith enclose Notice of Claim filed on behalf of Concrete Pipe Company against the bond of Peck & Einerson and the United States Fidelity and Guaranty Company in connection with the material furnished to the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, Oregon.

Yours truly

Stephen W Matthieu

ENC

SWM-k

ANSWERED
H. B. G.

Portland Oregon
25 October 1930

OCT 27 1930
OREGON

To: STATE OF OREGON
HAL HOSS, SR., SECRETARY OF STATE
STATE HIGHWAY COMMISSION OF OREGON
E C PECK and JACOB EINERSON, doing
business as PECK & EINERSON: and
UNITED STATES FIDELITY AND GUARANTY
COMPANY, a corporation

NOTICE is hereby given that the undersigned CONCRETE PIPE COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Oregon, has a claim for materials and supplies furnished, consisting principally of concrete pipe in the sum of $2,226.72, less $850.00 paid on account and less a further claim of $191.50 for freight paid, making a due balance of $1,185.22, with interest from the first day of November, 1929, against the bond of E C Peck and Jacob Einerson doing business as Peck & Einerson, and United States Fidelity and Guaranty Company as surety, for the work of the principal in connection with the construction of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, Oregon;

That said materials were supplied to Edgar Hannan, sub-contractor of the above named principal.

CONCRETE PIPE COMPANY

By Stephen W Matthieu
Its Attorney

#1107
10 PM

PR 1423

October 23, 1930

United States Fidelity & Guaranty Co.
Walter F. Kline, Agent
Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a copy of affidavit of claim that has been filed in this office by Stephen W. Matthieu, Attorney, of Portland, being the claim of the Concrete Pipe Company against Peck & Einerson and is for materials supplied Peck & Einerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway.

This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

cc Peck & Einerson

October 23, 1930

Stephen W. Matthieu
Oregonian Building
Portland, Oregon

Dear Sir:

In response to your request of the 22nd instant we hand to you herewith a certified copy of the contract and bond furnished by Peck & Kinerson in connection with the contract which was awarded to them by the State Highway Commission for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND OREGON

22 October 1930

State Highway Commission
Salem
Oregon

Gentlemen:

I herewith enclose an affidavit as a basis for securing from your department a copy of the specifications, contract and bond furnished by Peck & Einerson in connection with the construction of the Drain-Red Bridge Section of the Umpqua Highway. I would be very much obliged to you for a copy of the aforementioned.

Thanking you,

Very truly yours

Stephen W Matthieu

SWM-k

ANSWERED
H. B. G.

A F F I D A V I T

STATE OF OREGON)
: ss
County of Multnomah)

I, Stephen W Matthieu, being first duly sworn, depose and say: That I am attorney for Concrete Pipe Company, an Oregon corporation; that my client has a claim against the bond of Peck & Einerson as principal, and/or United States Fidelity and Guaranty Company as surety, given in connection with the contract of the Drain-Red Bridge Section of the Umpqua Highway;

That my client has supplied material used in the construction of said improvement that has not been paid for.

This affidavit is made for the purpose of securing on behalf of my client a copy of the contract and bond against which this claim for material may be made.

Stephen W Matthieu

Subscribed and sworn to before me this 22nd day of October, 1930.

Marion Kisig
Notary Public for Oregon

My Commission expires 30 September 1933

#1107
10 PM

PR142B

October 23, 1930

United States Fidelity & Guaranty Co.
Walter F. Kline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you, as surety on the bond furnished by Peck & Kinerson in connection with their contract no. 1107 for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, that we have today received information from the Pacific Hoist & Derrick Company of Seattle to the effect that they have a claim against Peck & Kinerson in the sum of $2,537.16.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

cc Peck & Kinerson

October 23, 1930

Pacific Hoist & Derrick Company
818 First Avenue, S.
Seattle, Washington

Attention: Mr. A. T. Rantenberg

We acknowledge receipt of your letter of the 22nd instant in which you advise us of your claim in the sum of $2537.16 against Peck & Einerson, which claim was incurred in connection with the contract awarded to Peck & Einerson for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon.

The contract in question is State Highway contract no. 1107 and is for the grading of the above mentioned section of highway, 10.1 miles in length. In connection with this contract the contractor was required to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company, for whom Walter F. Kline is the local agent, with offices in the Porter Building, Portland, Oregon. In the event that you do not secure satisfaction of your claim with the contractor, then you should take the matter of the claim up with the bonding company. Should you secure no satisfaction by so doing, then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws.

We have no special forms upon which to file claims. However, the notice filed with the Secretary of State should be substantially in the form prescribed in the above mentioned section 2991, a mimeographed copy of which is enclosed.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

PHONE ELIOT 2311

PACIFIC HOIST & DERRICK COMPANY

DESIGNERS, MANUFACTURERS AND DEALERS

MACHINERY SALES AND SERVICE

818 FIRST AVENUE SOUTH

SEATTLE

AGENTS FOR

NORTHWEST ENGINEERING COMPANY

WISCONSIN MOTOR COMPANY

MINNEAPOLIS-MOLINE POWER IMP. CO.

CLIMAX ENGINEERING COMPANY

TWIN DISC CLUTCH COMPANY

PAGE ENGINEERING COMPANY

SPECIALIZING IN

GAS AND ELECTRIC SHOVELS CRANES AND DRAGLINES

GAS HOISTS

GAS POWER UNITS

DERRICKS—WOOD OR STEEL

CLAM SHELL AND DRAGLINE BUCKETS

TWIN DISC CLUTCHES

October 22,1930

OCT 23 OREGON

State Highway Department
Salem, Oregon

Gentlemen:

We are desirous of filing claim on the Peck & Einerson job at Drain, Oregon, in the amount of $2537.16 at this time.

If we must submit this on your forms, will you kindly supply us with the proper information so that we can file claim according to your forms.

Also kindly furnish us with the name and number of the project on which the work was done.

Very truly yours,

PACIFIC HOIST AND DERRICK COMPANY

ATR.I

A. R. Landsberg

ANSWERED
H. B. G.

ALL CONTRACTS SUBJECT TO EXTENSIONS ON ACCOUNT OF DELAYS CAUSED BY WAR, LEGAL AUTHORITY, COMMON CARRIER, SUB-CONTRACTOR, FIRE, STRIKES, LOCKOUTS, OR OTHER CAUSE BEYOND THE COMPANY'S CONTROL. ALL QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

COMPLETE CATALOGUE—ANY OF THE ABOVE LINES—ON REQUEST

FORM S-O-1 S-16502 1000 4-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
[redacted]
M. A. LYNCH, REDMOND

PR 142B

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER

SALEM

October 7, 1930

NOTED
State Highway Engineer

Mr. R. A. Klein
O f f i c e

Dear Sir:

Mr. Roberts reports that our slide just west of Hardscrabble Creek has moved about 1½ feet since the contractor finished sloping it, which was only about two weeks ago. This slide covers about two acres, and while we have a wide roadbed section opposite, it may cause us trouble this winter.

At one time it was suggested that some valuable plans might be suggested by Paul VanScoy or William Chandler, and that it would be worth while to have them inspect this location. If this appears to you to be a good plan, I will be pleased to arrange details and would like to be there at the time of their visit.

Very truly yours

E. A. Collier
Division Engineer

EAC:EF

#1107
108M
PR 142B

October 16, 1930

United States Fidelity & Guaranty Co.
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Shell Oil Company in which we are advised of their claim in the sum of $38.15 against Ed Beamon subcontractor under Peck & Emerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

This information is given you as you appear as surety on the bond furnished by Peck & Emerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glatzmyer
Chief Clerk

HBG:W
Inc.

cc Peck & Emerson
Box 894
Hoquiam, Washington

October 16, 1930

The Shell Oil Company
Eugene, Oregon

Attention: Mr. M. B. Dowd

Gentlemen:

We acknowledge receipt of your letter of the 15th instant in which you advise us of your claim in the sum of $38.15 against Peck & Einerson, being for petroleum products furnished that company in connection with its contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

In connection with this contract the contractor furnished a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond as stated in your letter was written by the United States Fidelity and Guaranty Company for whom Walter F. Cline is local agent with offices in the Porter Building, Portland, Oregon. We believe that your account will be protected on this bond and would suggest that if you do not secure satisfaction from Peck & Einerson that you take the matter up with the bonding company. If you do not then secure satisfaction you still have recourse to action in the courts and should file notice of your claim with the Secretary of State in accordance with Section 2931 of the Oregon Laws.

Very truly y urs

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:W

SHELL OIL COMPANY

EUGENE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

October 15, 1930

Oregon State Highway Commission
State House
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned Shell Oil Company has a claim for furnishing Petroleum Products in the sum of $38.13 against the bond taken from U. S. Fidelity and Guaranty Company for the work of Peck & Einerson on State Job #1107 on the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, supplies furnished to Ed Hannan, sub contractor.

Very truly yours,

SHELL OIL COMPANY

M B Dowdell

SHS:HP

ANSWERED
H. B. C.

J Dean

PR 1428

October 2, 1930

Butler & Jack
Lawyers
Suite 200 Butler Building
Oregon City, Oregon

Dear Sirt

Replying to your letter of the 1st instant concerning the contract for the Drain-Red Bridge Section wish to say that this is State Highway Contract No. 1107 and was awarded by the State Highway Commission to Peck & Einerson, contractors, of Drain, Oregon. This work consisted of the grading of 10.1 miles of what is known as the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Our records show that clearing work was performed by two subcontractors, one of whom is Jim McKay and the other a Mr. Austin. We are not able to give you the exact limits of either of these subcontracts. This might be determined, however, by communicating direct with the resident engineer, Mr. [illegible] Roberts, whose address is Drain, Oregon.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S

GLENN R. JACK

BUTLER & JACK
LAWYERS
SUITE 200 BUTLER BUILDING
OREGON CITY, OREGON

October 1, 1930.

Highway Commission,
Salem, Oregon.

Gentlemen:

Please inform me if the Drain RedBridge Highway was handled by the Highway Commission, and if so who had the contract for clearing the right of way for the first five miles commencing at Drain.

Thanking you for this information I am,

Very truly,

BUTLER & JACK

BY John Jack

JRJ:W

#1107 - Red Bridge-Drain Section of the Umpqua Hwy. in Douglas Co. - 10.10 miles of grading - Peck & Einerson, Contractors, Drain, Oregon. - Subs on clearing were Jim McKay and Austin. Not able to determin which end of project they worked on. Cooperative agreement was 20% by Umpqua Hwy. Improvement Dist, 20% by Douglas County and balance by Government.

ANSWERED
H. B. G.

GLENN R. JACK

BUTLER & JACK
LAWYERS
SUITE 200 BUTLER BUILDING
OREGON CITY, OREGON

October 1, 1930.

Highway Commission,
Salem, Oregon.

Gentlemen:

Please inform me if the Drain RedBridge Highway was handled by the Highway Commission, and if so who had the contract for clearing the right of way for the first five miles commencing at Drain.

Thanking you for this information I am,

Very truly,

BUTLER & JACK

By

J.B:K.

#1107 - Red Bridge-Drain Section of the Umpqua Hwy. in Douglas Co. - 10.10 miles of grading - Peck & Einerson, Contractors, Drain, Oregon. - Subs on clearing were Jim McKay and Austin. Not able to determin which end of project they worked on. Cooperative agreement was 20% by Umpqua Hwy. Improvement Dist, 20% by Douglas County and balance by Government.

ANSWERED
H. B. G.

PR 1420

September 27, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three signed copies of modified agreement covering the Rad Bridge-Drain Section, Project No. 148-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/EH.

encl.

Stencil #46A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

In reply please
refer to File No. Ore.F.A.P. #142-B

New Post Office Bldg.,
Portland, Oregon

Sept. 22, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith three copies of proposed Project Agreement, as amended, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encls.

Rd Bx - Drain Surfacing

claim for [illegible] $498.57 is paid to your company [illegible] allowed the only remaining item would be the question

Dodge Emerson Co.
Portland Oregon Library

PI 1428

LAW OFFICE
WHITTEN SWAFFORD
501 TIFFANY BLDG.
EUGENE, OREGON

COPY

September 5, 1930

RECEIVED
SEP 8 1930
OREGON
STATE HIGHWAY COMM.

Fredrick H. Drake
Attorney
Pacific Building
Portland, Oregon

Dear Sir:

Re: Pacific Equipment Corporation
vs. Hannan. State contract No. 1107,
Project 1196.

A copy of your letter of August 15th to U. S. F&G Company claiming a lien against Hannan on his contract $2,633.37, and the letters from that company to Hannan and Hannan's files are before me.

It ocurrs to me that you or your company are in error as to the amount, and the way I understand the matter is.-

The shovel was surrendered, inspected and accepted by your company about June 26 or 28 and rental under the contract terminated. The shovel to remain at Drain subject to your shipment to a future job.

On July 1 you rendered statement $2503.88, less cash June 23 $1202.43, leaving a balance of charge then of $1301.45 that covered the final rentals between your company and Hannan. As I understand, that balance was left back pending an adjustment of a claim on insurance and claims by Hannan against you company, as follows:

Charge back, one shift, time on shovel, error $375.00
Charge back, one shift, pump and wagon, error 75.00
Refund or dipper stick 127.88.

Now the charge back items would be a question of fact as to whether they actually used the equipment during the over time, which they say not, and the price on the dipper stick. And the insurance item on insurance paid by Hannon and accruing to his benefit would, of course, be subject to adjustment, payment to you and credit in such amount as would be allowed. I now understand that there is a tentative adjustment allowing Hannan $498.57 of his insurance claim and rejecting $225.00 which he claims for rent during the week time lost. So if the $498.57 is paid to your company and his credit claims allowed the only remaining item would be the question

NOTED
H B GLAISYER

LAW OFFICE
WHITTEN SWAFFORD
501 TIFFANY BLDG.
EUGENE, OREGON

of the $225.00 rental which would balance your charge of $1301.45.

The above is as I have taken the figures from the documents before me and I think if you will check thoroughly you will find I am correct, though going through the papers without Mr. Hannan or his bookeeper either present, this lesster is from my understanding of them.

Yours very truly,

WHITTEN SWAFFORD

WS/NB

Copies to-
State Highway Commission
Salem, Oregon

Mr. Kicker, President,
Pacific Equipment Corporation
2001 Halsey Street
Portland, Oregon

United States Federal & Guarant Company
1208 Porter Building
Portland, Oregon

Edgar Hannan
Drain, Oregon

CONTRACT# 1107, 1109,
1195, 1359,

CONTRACT# 1107, 1109,
1195, 1359,

PR 142-B Red Bridge-Drain Sec. 1929-1930

1107, 1109, 1195, 1359 Folder # 1

PR 142-B Red Bridge-Drain Sec. 1929-1930

1107, 1109, 1195, 1359 Folder # 1

#1107
10 of 11

PR 142B

August 22, 1930

U. S. Fidelity & Guaranty Company
Walter F. Cline, agent
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from Mr. O. C. Hemcock of Elkton, Oregon, in which he advises that he has a claim against Peck & Hinerson in the sum of $12.00 for services rendered in connection with their contract for the construction of the Drain-Red Bridge Section of the Umpqua Highway.

This information is given you as you appear as surety on the bond furnished by Peck and Hinerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBGlaS
Enc.

cc Peck and Hinerson

August 22, 1930

Mr. C. C. Hancock
Elkton, Oregon

Dear Sirs

We acknowledge receipt of your letter of the 21st instant advising us of your claim against the contractors in charge of the highway work between Drain and Red Bridge.

This particular contract was awarded by the State Highway Commission to Peck and Einerson and is designated as State Highway Contract no. 1107 and covers the grading of the Red Bridge-Drain Section of the Umpqua Highway.

In connection with this contract Peck and Einerson furnished the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company, Walter F. Cline, agent Porter Building, Portland, Oregon. We would suggest that you take the matter up with the bonding company. In case you do not secure satisfaction by so doing then you still have recourse to action in the courts and should file notice of your claim with the Secretary of State, in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaimyer
Chief Clerk

HBG:S
Enc.

Elkton Oregon.
Aug 21st 1930

State Highway Commission
Salem Oregon.

Dear Sirs

I have been working on a culbert on the road that is under construction from Drain to Red Bridge, Brannan the Greencreek culbert ~~Hannan~~ has the Contract I worked with my team a day and a half which amounts to $12.00 and I can not get my money I will I can please let me get my money and I will be greatly obliged to you

Yours truly
C.C. Hancock

ANSWERED
H. B. G.

H. B. GLAETER

#1107
10PM
PR 142B

OFFICE PHONES BEACON 2108
BEACON 2109

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 308 PACIFIC BUILDING
PORTLAND, OREGON

August 15, 1930

State Highway Commission
Salem, Oregon

Gentlemen:-

I have for acknowledgment your favor of July 26th, & certified copy of State of Oregon contract with Peck and Einerson, being Contract #1107, Project #1195, for which kindly accept my thanks.

As stated in my notice of July 25th, Pacific Equipment Corporation rented and furnished to Edgar Hannan, the sub-contractor under said State contract, steam shovel and other equipment for use and which was used in construction work under said contract.

That there is past due and owing therefore the sum of $2633.37.

Respectfully yours,

PACIFIC EQUIPMENT ~~CORPORATION~~

FHD:RH

BY: Frederick H. Drake
Attorney.

NOTED
H. B. GLAEYER

#1107
10 PM

PR 1420

August 9, 1930

Mr. F. E. Bungart
Sweet Home, Oregon

Dear Sirs

We wish to thank you for your letter of the 6th instant advising us that your claim against Peck and Kinerson has been paid in full.

We are now passing this information on to Peck and Kinerson and the surety on their bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Gleisner
Chief Clerk

HBG:S

August 9, 1930

U. S. Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: Walter F. Cline

Gentlemen:

We hand you herewith a copy of a letter that we have today received from F. E. Bungart of Sweet Home, Oregon in which he advises that his claim against Peck and Einerson in connection with their contract for the grading of the Red Bridge-Drain Section of the Umpqua Highway has been paid in full.

This information is given you as you appear as surety on the bond furnished by Peck and Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By
R. B. Glaisyer
Chief Clerk

HBGeS
Enc.

cc Peck & Einerson

Sweet Home
Aug 6 - 30

State Highway Commission
Dear Sirs.
This letter is to advise you that
all claims I have against the
Peck and Emerson Jobs have been paid.
I just received my final on July 26th
The No of the Contract is 1107 Drain to
Red Bridge section of the Umpqua Highway
Douglas County.
Hopeing this makes everything
O.K. I am as ever yours Truely
J E Bunyard
Sweet Home
Ore.

RECEIVED
AUG 8 1930
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

#1107
10 PM

PR 142 B

August 5, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Kenneth Poorman Truck Company in which they advise that their claim in the sum of $59.00 against Peck & Einerson for services rendered in connection with their contract for the construction of the Drain-Red Bridge Section of the Umpqua Highway had been settled.

This for your information as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Peck & Einerson
Hoquiam, Washington

#1107
14 PM

PR 142 B

August 5, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have today received from the Kenneth Poorman Truck Company in which they advise that their claim in the sum of $59.00 against Peck & Kinerson for services rendered in connection with their contract for the construction of the Drain-Red Bridge Section of the Umpqua Highway had been settled.

This for your information as you appear as surety on the bond furnished by Peck & Kinerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Peck & Kinerson
Hoquiam, Washington

August 6, 1928

Kenneth Foeman Truck Co.
115 East Water Street
Portland, Oregon

Gentlemen:

We acknowledge receipt of your letter of the 4th instant advising us that your claim against Peek & Pinerson in the sum of $39.00 had been satisfactorily taken care of. Wish to thank you for this information which we are passing on to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

ETH POORMAN TRUCK CO.

Auto Trucking, Contracting and Garage

1171 EAST WATER STREET

TELEPHONE EAST 8327

PORTLAND, OREGON August 4th.1930

RECEIVED
AUG 5 1930
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Dept
Salem.Oregon.

Gentlemen:-

We hereby release our claim against the Peck & Einerson Contract,for construction of Drain to Red Ridge Section of the Umpqua Highway #1107.

The amount $39.00 was received by us,therefor we have no more claim against them.

Yours Truly

Kenneth Poorman Truck Co

By Kenneth Poorman

ANSWERED
H. B. G.

#1107
10831

PP 142E

(l)

July 26, 1930

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: W. F. Cline

Gentlemen:

We hand to you herewith a copy of a affidavit that we have today received from Frederick H. Drake, Attorney at Portland, in which we are advised of the claim of the Pacific Equipment Corporation against the contract awarded to Peck & Einerson for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, State Highway Contract #1107.

This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Enc.

cc Peck & Einerson
Box 894
Hoquiam, Washington

July 26, 1930

Mr. Frederick M. Drake
Attorney at Law
308 Pacific Building
Portland, Oregon

Dear Sir:

In response to your request of the 25th instant we hand to you herewith a certified copy of the said contract awarded to Peck & Kinerson by the State Highway Commission covering the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claisyer
Chief Clerk

HBC:W
Inc.

OFFICE PHONES BEACON 2108
BEACON 2109

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 308 PACIFIC BUILDING
PORTLAND, OREGON

July 25th,1930

State Highway Commission,
Salem, Oregon.

Gentlemen:--

This is to advise that at the instance and requested of Edgar Hannan, sub-contractor under the State contract with Peck & Emerson, the Pacific Equipment Corporation, rented and furnished to said Edgar Hannan Steam Shover and other equipment for use and which was used under said contract in contruction work on highway from the city limits of Drain, Oregon, westerly.

That there is due and owing therefor the sum of $2633.37.

Request is hereby made for copy of said contract relative to said work and bond.

Respectfully

Pacific Equipment Corporation,
By Frederick H. Drake
Frederick H. Drake
Attorney.

ANSWERED
H. B. G.

X

BEACON 2108
BEACON 2108

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 308 PACIFIC BUILDING
PORTLAND, OREGON

State of Oregon

County of Multnomah ss

I, Frederick H.Drake, being first duly sworn depose and say

That I am and have been for over one year last past attorney for the Pacific Equipment Corporation;

That said corporation furnished and rented a steamshovel and other equipment to Edgar Hannan, subcontractor under the state contract with Peck & Eimerson,for use in the construction and which were used in the construction of highway from the city limits of Drain,Oregon, westerly.

That there is due and owing to the Pacific Equipment Corporation, therefor the sum of $2633.37.

Frederick H Drake

Subscribed and sworn to before me this 25th day of July,1930

Notary Public for Oregon
My commission expires Oct 1,1932

X

#1107
10 PM

FP 142 B

July 19, 1930

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 17th instant inclosing three certified copies of the claim of Kenneth Foerman Truck Company against Peck & Kinerson being in the sum of $39.00 for work performed for Peck & Kinerson in connection with their contract for the construction of the Drain-Red Bridge Section of the Umpqua Highway.

Copy of this notice is being sent to the contractor and surety on the bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

July 19, 1930

United Stated Fidelity & Guaranty Company
1206 Porter Building
Portland, Oregon

Gentlemen:

We hand to you herewith a certified copy of the notice of claim of the Kenneth Poorman Truck Company of Portland against Peck & Eindrson, same being in the sum of $39.00 for services rendered Peck & Einerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway , State Highway Contract #1107.

This information is given you as you appear as surety on the bond. furnished by Peck & Einerson and at the request of the Secretary of State in whose office the original has been filed.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W
Inc.

cc Peck & Einerson
Box 894
Hoquiam, Washington

NOTICE OF CLAIM

KENNETH POORMAN TRUCK CO.
Auto Trucking, Contracting and Garage
115 East Water Street
Telephone East 0559
Portland, Oregon
July 15, 1930

Secretary of State

State of Oregon

Salem, Oregon

Oregon State Highway Commission

Salem, Oregon.

U. S. Fidelity & Guaranty Co.

Portland, Oregon.

Gentlemen:-

You and each of you will please take notice that the undersigned has a claim for work and labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon know as State Highway Contract No. 1107.

This notice is given in order that the claim of the undersigned shall be protected under the laws of the State of Oregon relating to the protection of subcontractors in the construction of public highways as against any moneys due and the liability of Peck & Einerson, original contractors, and U. S. Fidelity & Guaranty Company, as surety for the work above mentioned.

Kenneth Poorman Truck Co.

By KENNETH POORMAN

Amount Due $39.00

Endorsed
Filed July 17, 1930

HAL E. HOSS, Secretary of State

File No. 840

NOTICE OF CIVIL

United States of America

STATE OF OREGON

OFFICE OF THE SECRETARY OF STATE

I, HAL E. HOSS, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Kenneth Poorman Truck Company for labor performed in the sum of $39.00 against the bond taken from Peck & Einerson, contractors, and U. S. Fidelity & Guaranty Company, surety, for the work of construction of the Drain to Red Ridge section of the Umpqua Highway in Douglas County, Oregon, State Highway Contract No. 1107, with the original notice of claim filed in the office of the Secretary of State on July 17, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of July, A. D. 1930.

Hal E. Hoss, Secretary of State of the State of Oregon, and Custodian of the Seal of said State, do hereby certify

That I have carefully compared the annexed copy of notice of claim by Kenneth Poorman Truck Company for labor performed in the sum of $39.00 against the bond taken from Peck & Einerson, contractors, and U. S. Fidelity & Guaranty Company, surety, for the work of construction of the Drain to Red Ridge section of the Umpqua Highway in Douglas County, Oregon, State Highway Contract No. 1107, with the original notice of claim filed in the office of the Secretary of State on July 17, 1930, and that the same is a full, true and correct transcript therefrom and of the whole thereof, together with endorsements thereon.

In Testimony Whereof, I have hereunto set my hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol at Salem, Oregon, this 17th day of July, A. D. 1930.

Hal E. Hoss

Secretary of State

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

July 17, 1930

RECEIVED
JUL 19 1930
STATE OREGON
HIGHWAY COMMISSION

State Highway Commission
State Office Bldg.
Salem, Oregon

Attention Mr. H. B. Glaisyer, chief clerk

Gentlemen:

This is to advise that we have received and filed as of this date a notice of claim by Kenneth Poorman Truck Co. of Portland, for work and labor performed in the sum of $39.00 against the bond taken from Peck & Einerson, contractors, and U. S. Fidelity & Guaranty Company, surety, for the work of construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, State Highway Contract No. 1107.

We are enclosing a certified copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired to the principal in the bond covering the contract, and the other to the surety.

Kindly acknowledge receipt of the copies and oblige.

Very truly yours,

HAL E. HOSS,

Secretary of State.

By Edith Ruby

:L:EM
enc.s

ANSWERED
H. B. G.

#1107
1085
PR 1428

KENNETH POORMAN TRUCK CO.

Auto Trucking, Contracting and Garage

271 EAST WATER STREET
TELEPHONE EAST ~~8527~~ 0350
PORTLAND, OREGON

July 13
~~May 26th~~, 1930

Secretary of State
State of Oregon
Salem, Oregon.

Oregon State Highway Commission
Salem. Ore.

U.S. Fidelity & Guaranty Co
Portland, Oregon.

Gentlemen:-

You and each of you will please take notice that the undersigned has a claim for work and labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon known as State Highway Contract No. 1107.

This notice is given in order that the claim of the undersigned shall be protected under the laws of the State of Oregon relating to the protection of subcontractors in the construction of public highways as against any moneys due and the liability of Peck & Kinerson, original contractors, and U.S. Fidelity & Guaranty Company, as surety for the work above mentioned.

Kenneth Poorman Truck Co

Amount Due $ 29.00

By Kenneth Poorman

NOTED
H. B. GLAISYER

#1107
10 PM

PR 142 B

June 28, 1930

Peck & Einerson
Box 934
Sequim, Washington

Gentlemen:

This letter is to inform you that we have today received information from the Secretary of State to the effect that he has received a letter from Mr. P. E. Nagy advising that you had settled with him for the amount of his claim that he had against you for labor and material furnished you in connection with the Red Bridge-Drain highway project.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaiger
Chief Clerk

HBG:W

June 28, 1930

Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sirs

Wish to thank you for your letter of the 27th instant in which you inclose a copy of a letter written by Mr. P. P. E. Hagg advising you that Peck and Einerson had settled with him for his claim against them for labor and material furnished in connection with their contract for the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, Oregon.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

HAL E. HOSS
Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

June 27, 1930

State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer

Dear Sir:

We are enclosing herewith for your information a copy of a letter received from P. P. E. Hagg advising that he has received a check covering the labor and materials furnished in State Contract No. 1107 in the construction of the Drain and Red Bridge section of the Umpqua highway in Douglas County, Oregon.

Very truly yours,

HAL E. HOSS,

Secretary of State.

By Edith Libby

EL:HM
enc.

ANSWERED
H. B. G.

COPY

Portland, Oregon
4 June 1930

Secretary of State, Salem, Oregon

Secretary State Highway Commission
Salem
Oregon

U. S. Fidelity & Guaranty Company
Portland Bldg
Portland
Oregon

Gentlemen:

This is to officially advise you that the undersigned, P. E. Hagg, subcontractor under Peck & Einerson on the improvement of the Umpqua Highway, State Contract No. 1107 has received a check from the contractors and sub-contractors for all labor performed and material furnished on said contract in the construction of the Drain and Red Bridge section of the Umpqua highway in Douglas County, Oregon.

Very truly yours,

(signed) P. P. E. Hagg

PR 1426

June 24, 1930

Mr. W. A. Lovelace, Chairman
Board of Directors
Umpqua Highway Improvement District
Reedsport, Oregon

Dear Sir:

We hand you herewith executed copy of contract no. 1195 for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County which was awarded by the Highway Commission in behalf of the Umpqua Highway Improvement District to A. S. Wallace.

You will note that attached to this copy of the contract is a form of approval which has been signed by the Board of Trustees of the Umpqua Highway Improvement District.

This is being sent you for the records and files of the Umpqua Highway Improvement District.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaisyer
Chief Clerk

HBG:S
Enc.

PR 142B

APPROVAL

The within specifications, special provisions and contract agreement are hereby approved as the specifications, special provisions and contract agreement for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County; as is also the award of the contract to A. S. Wallace at the prices set forth in the within schedule of contract prices.

Signed this 27 day of June, 1930.

BOARD OF TRUSTEES OF THE UMPQUA
HIGHWAY IMPROVEMENT DISTRICT

W. G. Lambert President

Clyde Beckley

P. O. Thomas

M. R. Ryan

Nelson Hogan

PR 142B

June 20, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 3900,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for modified agreement, covering the Rod Bridge-Drain Section, Project No. 142-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dictated by J. W. Nash/KE.

encls.

Oregon State Highway Department — Project No. 143-B

RED BRIDGE - DRAIN SECTION OF THE

UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for ratified agreement. Based on low bid prices.)

Salem, Oregon, June 20, 1930.

GRADING

All Required	Clearing and Grubbing		$9,000.00
117,300 cu. yds.	Common Excavation	$0.35	41,055.00
58,000 cu. yds.	Intermediate Excavation	0.35	17,100.00
77,200 cu. yds.	Solid Rock Excavation	0.85	65,620.00
210,400 yd. sta.	Overhaul	0.015	3,156.00
19,748 yd. mi.	Truck Haul	0.22	4,342.00
3,400 lin. ft.	15" Concrete Pipe	2.25	7,788.50
488 lin. ft.	24" Concrete Pipe	3.09	1,508.70
170 lin. ft.	30" Concrete Pipe	4.14	703.80
25 lin. ft.	36" Corr. Galv. Iron Pipe	5.00	125.00
1,500 lin. ft.	6" Perous Drain Tile	0.38	570.00
200 cu. yds.	Class "A" Concrete	15.00	3,000.00
20,000 lbs.	Metal Reinforcement	0.065	1,300.00
200 cu. yds.	Rock or Gravel Backfill	1.00	200.00
			$155,972.80

SURFACING

7,000 cu. yds.	Sub-base materials in Surfacing	2.45	17,150.00
18,700 cu. yds.	Base materials in Surfacing	2.45	45,815.00
2,500 cu. yds.	Top Materials in Surfacing	2.45	6,125.00
6,500 cu. yds.	Screenings in Surfacing	2.45	15,925.00
6,000 cu. yds.	Filler	0.30	1,800.00
24,000 yd. mi.	Filler Haul	0.15	3,600.00
			$ 90,415.00
	Sub-total		$246,387.80
	10% Engrg. and Contingencies		24,638.78
	Total (Roadway)		$271,026.58

HANDSCRAMBLE CREEK BRIDGE

65 cu. yds.	Excavation	2.00	130.00
5 cu. yds.	Excavation below plans	2.00	10.00
85 cu. yds.	Class "A" Concrete	23.00	1,955.00
60 cu. yds.	Class "D" Concrete	23.00	1,380.00
32,300 lbs.	Metal Reinforcement	0.05	1,615.00
136 lin. ft.	Concrete Handrail	4.00	536.00
All Required	Remove old bridge and maint. traffic		200.00
			$ 6,350.00

#1107

JACK CREEK BRIDGE

75 cu. yds.	Foundation Excavation	$1.50	$ 112.50
5 cu. yds.	Excavation below plans	10.00	50.00
72 cu. yds.	Class "A" Concrete	23.00	1,656.00
38 cu. yds.	Class "D" Concrete	21.00	805.00
23,500 lbs.	Metal Reinforcement	0.05	1,175.00
114 lin. ft.	Concrete Handrail	5.00	570.00
900 cu. yds.	Channel Excavation	0.50	450.00
All Required	Remove old bridge and maintain traffic		55.00
			$4,845.50
	Sub-total		$11,165.50
	10% Engr. and Cont.		1,116.55
	Total (Bridges)		$12,279.05

Length of Roadway (excluding bridges) 10.069 miles
Length of Jack Creek Bridge 52 feet
Length of Rattlesnake Creek Bridge 53 feet
Length of structures 140 feet .026 miles
Total length (including structures) 10.095 miles

Cost per mile (roadway) $26,916.93

SUMMARY

Item	Total Est. Cost	Federal Aid	County Funds	District Funds
Roadway	$371,026.50	$163,659.84 (42.25%)	$51,183.37	$51,183.37
Two Bridges	12,279.05	7,441.75 (42.25%)	2,319.05	2,319.05
	$383,301.43	$176,201.59	$53,502.42	$53,502.42

Funds for construction - sufficient county and district funds deposited with Treasurer of the State of Oregon for disbursement by Highway Commission on Umpqua Highway Projects.
Funds for maintenance, - See County Resolutions of April 15th, 1929, and District Resolutions of March 6th, 1929.

#1107

#1107
10 PM

PR142B

June 18, 1930

United States Fidelity & Guaranty Co
1206 Porter Building
Portland, Oregon

Gentlemen:

At the request of the Secretary of State we are handing you herewith a copy of a notice that has been filed in his office by J. E. Runyard of Portland in which Mr. Runyard advises that he has a claim for labor performed for Peck & Einerson in connection with their contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, State Highway Contract #1107.

The amount of the claim was not stated. This information is given you as you appear as surety on the bond furnished by Peck & Einerson in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Peck & Einerson
Box 824
Hoquiam, Washington

#1107
10 PM

June 18, 1930

Mr. Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 16th instant inclosing three copies of a notice of claim of J. B. Runyard against Peck & Kinerson for labor performed for Peck & Kinerson in connection with its contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

We are today forwarding copies of this notice to the contractor and the surety on his bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

#1107

Secretary of State

C. N. Laughlin
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

June 16, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received on May 26, 1930, and filed as of that date. a notice of claim by J. E. Runyard for labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No. 1107.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract, and one to the surety.

Kindly acknowledge receipt of the copies.

In connection with this matter, wish to advise that we have written Mr. Runyard, suggesting that he file an amended notice showing the amount of his claim, but to date have not received the same.

Yours very truly,

HAL E. HOSS,

Secretary of State.

ANSWERED
H. B. G.

By Edith Libby

L

#1107

COPY

Portland, Oregon, May 28, 1930

Secretary of State
State of Oregon
Salem Oregon

State Highway Commission
Salem Oregon

U S Fidelity & Guaranty Company
Portland Oregon

Gentlemen:

You and each of you will please notice that the undersigned has a claim for work and labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No. 1107.

This notice is given in order that the claim of the undersigned shall be protected under the laws of the State of Oregon relating to the protection of subcontractors in the construction of public highways as against any moneys due and the liability of Peck & Einerson, original contractors, and U S Fidelity and Guaranty Company, as surety for the work above mentioned.

J. E. RUNYARD
794 Princeton St.
Portland, Oregon.

File No. 836
Filed May 28, 1930, HAL E. HOSS, Secretary of State.

#1107
10 PM

PR 142B

June 18, 1930

Mr. Hal E. Hoss
Secretary of State
Capitol Building
Salem, Oregon

Attention: Edith Libby

Dear Sir:

We acknowledge receipt of your letter of the 16th instant in which you inclose three copies of a notice that has been filed in your office by P. E. Hagg, being a notice of claim against Peck & Einerson for labor performed in connection with the contract awarded to Peck & Einerson for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Copies of this notice are today being furnished the contractor and surety on this bond.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claiayer
Chief Clerk

HBC:W

June 18, 1930

United States Fidelity & Guaranty Co.
1208 Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received from the Secretary of State copies of a notice of claim that has been filed in his office by P. E. Hagg against Peck & Einerson, contractors for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County. The amount of this claim was not stated. Inclosed herewith is a copy of the notice of claim.

This information is given you as you appear as surety on the bond furnished by Peck & Einerson in connection with this work.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

cc Peck & Einerson
Box 894
Hequiam, Washington

Secretary of State

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

June 16, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received on May 26, 1930 and filed as of that date, a notice of claim by P. E. Hagg for labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No. 1107.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies.

In connection with this matter, wish to advise that we have written Mr. Hagg, suggesting that he file an amended notice showing the amount of his claim, but to date have not received the same.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. G.

Portland, Oregon, May 22, 1930

Secretary of State
State of Oregon
Salem, Oregon

State Highway Commission
Salem Oregon

U S Fidelity & Guaranty Company
Portland Oregon

Gentlemen:

You and each of you will please take notice that the undersigned has a claim for work and labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No. 1107.

This notice is given in order that the claim of the undersigned shall be protected under the laws of the State of Oregon relating to the protection of subcontractors in the construction of public highways as against any moneys due and the liability of Peck & Einerson, original contractors, and U S Fidelity and Guaranty Company, as surety for the work above mentioned.

P. E. HAGG
Rt. 6 Box 888
Portland Oreg

File No. 835,
Filed May 26, 1930, HAL E. HOSS, Secretary of State.

PR#
142-B

A. R. PHELPS

GENERAL CONTRACTOR
PORTLAND, OREGON

June 17, 1930.

Mr. A. R. Phelps,
501 Grand Avenue,
Portland, Oregon.

Dear Sir:

In accordance with your letter of June 5th, we are listing below the quantities of work performed by Subcontractor Edgar Hannan, under the Peck and Kinerson contract, for the grading of the Red Bridge-Drain Section of the Umpqua Highway, as those quantities are listed on the monthly estimates submitted from the field by our Resident Engineer.

	Total to April 15th.	Total to May 15th.
Common Excavation, Cu. Yd.	25,221 Cu. Yds.	32,915 Cu. Yds.
Intermediate " , " "	12,019 " "	15,760 " "
Solid Rock " , " "	5,711 " "	7,568 " "
Overhaul , Yd. Sta.	45,450 Yd. Sta.	53,450 Yd. Sta.
Truck Haul , Yd. Mi.	800 Yd. Mi.	800 Yd. Mi.
18" Concrete Pipe, Lin. Ft.	105 Lin. Ft.	171 Lin. Ft.

Please understand that the quantities listed are approximate only and have been made up and used simply as a basis of making partial payments to the main contractors, Peck and Kinerson.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

4-5-B

HOUSE:
WATER ST
01 Grand Ave.

Sel. 0202
PHONE: ~~EAST 1788~~
RESIDENCE. WALNUT 0184

A. R. PHELPS
HAULING CONTRACTOR
PORTLAND, OREGON

June 5, 1930

Ans. 1107
Park & Emerson
10 PM

State Highway Comm.
Salem, Oregon

Gentlemen:

Will you kindly send me Mr. Hannan's estimate for the first work this year, which I understand was to April 15th?

This job is between Drain and Scottsburg. I am doing the hauling on this job, and it possible would like to get confirmation of the figures.

Thanking you in advance for this favor, I am

Very truly yours

A. R. Phelps

[illegible] a Sub-[illegible] under Peck + Einerson on the [illegible] Bridge - Grain grading job

Work performed by Hannon to May 15th as follows:

											Totals
Common Excav. (cy)	1815	+ 3570	+ 2924	+ 1629	+ 2405	+ 4423	+ 2094	+ 2561	+ 3492	=	29,913
Interm. " (cy)		2677	+ 991	+ 758	+ 2104	+ 1462	+ 1130	+ 6622	+ 25	=	15,769
Solid Rock " (cy)		2677	+ 50	+ 668	+ 1503	+ 100	+ 2545	+ 25		=	7,568
Overhaul (yd.sta.)	1080	+ 13,000	+ 1750	+ 500	+ 6000	+ 6000	+ 2000	+ 3200	+ 2500	+ 17500	= 53,450
Truck Haul (yd.mi.)	300					+ 500					= 800
18" Conc. Pipe (lf.)								334	+ 361	+ 27 + 75 =	171

Work performed by Hannon to April 15 as follows

Common Excavation	6815	+ 3570	+ 2924	+ 1429	+ 4423	+ 2561	+ 3492	+ 7		=	25,221	Cu. Yd.
Intermediate "		2677	+ 997	+ 568		+ 1130	+ 6622	+ 25		=	12,019	" "
Solid Rock "		2677	+ 50	+ 414	+ [illegible]		+ 2545	+ 25		=	5,711	" "
Overhaul	1800	+ 13,000	+ 1750	+ 510	+ 6500	+ 1200	+ 2500	+ 17500		=	45,450	Yd. sta.
Truck Haul	300	+			+ 510					=	800	Yd. mi.
18" Conc. pipe						24	+ 48	+ 33		=	105	LF.

PR 1428

June 17, 1930

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, State Highway Contract #1195.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

Form 39—D14454—2500—11-29

[redacted] STATE HIGHWAY DEPART[redacted]

PR 1423
NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date June 8th, 1930

Job name Red Bridge-Drain Surfacing
Week from June 1st to 7th

Mail address Drain

Highway Umpqua
Telegraph or telephone address Drain

County Douglas Job prefix 10PM-2
Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Wallace moved some equipment, such as compressor, blacksmith tools and jack hammer on job the first of the week.

Started to make rear cut at the proposed quarry site. Expects to make open cut 15 or 20 feet before he starts to tunnel.

Sent in sample of rock Friday.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed D. E. Roberts

Title Res. Engr.

GRADING CONST[illegible]

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... men,

..... teams, ... steam shovels

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 10 10

Miles completed ..... —

Miles partially done ..... —

Total cubic yards in project 57100

Cubic yards produced to date .....

Average daily yardage produced this week ..... —

Average daily yardage necessary to complete on time ..... —

Contractor's average force for week ..... 3 ..... men,

..... teams, ... trucks

Project will be completed about ..... July 31 - 1931

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... 10PM-2 ..... *Percentage* ..... 5 .....
2. ..... 10PP ..... *Percentage* ..... 5 .....
3. ..... 10PM ..... *Percentage* ..... 90 .....
4. ..... *Percentage* .....

#1107
108M

PR 142B

Portland, Oregon
4 June 1930

Secretary State of Oregon, Salem,

Secretary State Highway Commission
Salem
Oregon

U S Fidelity & Guaranty Company
Porter Bldg
Portland
Oregon

Gentlemen:

This is to officially advise you that the undersigned, P E Hagg, subcontractor under Peck & Kinerson on the improvement of the Umpqua Highway, State Contract No 1107 has received a check from the contractors and sub-contractors for all labor performed and material furnished on said contract in the construction of the Drain and Red Bridge section of the Umpqua highway in Douglas County, Oregon.

Very truly yours

P. E. Hagg

RECEIVED
JUN 5 1930
STATE HIGHWAY COMMISSION

NOTED
H B CLAISYER

Form 30—H-15689—2500—2-30.

NR 142B

NOTED

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date June 2nd, 1930

Job name Rad Bridge-Drain Surfacing Week from May 25th to 31st

Mail address Drain

Highway Umpqua Telegraph or telephone address Drain

County Douglas Job prefix 10 PM-2 Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Wallace has done no actual field work except have the county surveyor make a map of the Quarry site on the Whipple property.

Told him the state would require a deed or a long term lease (10 years) if they paid $500 towards the site, he could take this quarry site without a lease in which case the state would not be liable for $500.

NOTED
E. A. COLLIER

(See back of this sheet for instructions and detailed information.)

Signed H. E. Robert

Title

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 10.10

Miles completed —

Miles partially done —

Total cubic yards in project 57 700

Cubic yards produced to date —

Average daily yardage produced this week —

Average daily yardage necessary to complete on time —

Contractor's average force for week — *men,*

— *teams,* — *trucks*

Project will be completed about July 21- 1921

Number of men in Engineering Party —

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10PM ..... *Percentage* 90
2. 10PP ..... *Percentage* 5
3. 10PM-2 ..... *Percentage* 5
4. ..... *Percentage* .....

PP142B

May 28, 1930

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of contract no. 1195 which was awarded to you by the State Highway Commission at its meeting on May 22, covering the surfacing of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on Page 7 of the contract relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:S

PR 142B

UNITED STATES DEPARTMENT OF AGRICULTURE

May 24, 1930.

Mr. E. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 8900
Portland, Oregon.

Dear Sir:

Reference is made to your letter of May 21, advising that your approval of the Rod Bridge-Drain surfacing project (Federal Aid Project No. 142-B) is being made with the understanding that satisfactory arrangements will be made for the control of the quantity of filler material to be used in the surfacing construction.

In line with this requirement, we are today instructing the engineers who will have supervision over this work, to limit the quantity of filler to fifteen per cent of the quantity of rock used in the surfacing construction.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AP

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.———

POST OFFICE BUILDING
PORTLAND, OREG.

May 21, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are today recommending for approval the necessary papers for modifying of the project agreement covering Oregon Federal Aid Project No. 142- Section B, the Drain-Red Bridge Section of the Umpqua Highway, for the purpose of surfacing this project.

It is noted that no limit was placed on the filler to be used. In numerous instances this question has been discussed, and it will be necessary that the filler be limited to not over 15%. Reference is made to our letter of February 25th, 1930, and your reply of Feb. 26, 1930, on Oregon Federal Aid Project Nos. 62-A and 139-B, which had reference to specifications of the same wording as the ones under discussion.

Our approval of this project is subject to this matter being satisfactorily settled.

Very truly yours,

W. H. LYNCH
District Engineer.

MAY 24 1930
OREGON

#1107

May 21, 1930.

Mr. Ray A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are today recommending for approval the necessary papers for modifying of the project agreement covering Oregon Federal Aid Project No. 142- Section B, the Drain-Red Bridge Section of the Umpqua Highway, for the purpose of surfacing this project.

It is noted that no limit was placed on the filler to be used. In numerous instances this question has been discussed, and it will be necessary that the filler be limited to not over 15%. Reference is made to our letter of February 25th, 1930, and your reply of Feb. 26, 1930, on Oregon Federal Aid Project Nos. 62-A and 139-B, which had reference to specifications of the same wording as the ones under discussion.

Our approval of this project is subject to this matter being satisfactorily settled.

Very truly yours,

W. H. LYNCH
District Engineer.

#1107
100M
PA1428

May 24, 1950

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Attention: W. F. Cline

Gentlemen:

This letter is to inform you that we have received notice from Mr. F. E. Burgard, 734 Princeton Street, Portland that he has a claim for work and labor performed for Peck & Zimerman in connection with their contract for the grading of the Drain-Reel Bridge Section of the Umpqua Highway in Douglas County, State Highway Contract #1107. The amount of the claim is not stated.

This information is given you as you appear as surety on the bond furnished by Peck & Zimerman in this instance.

Very truly yours

Ray A. Klein
State Highway Engineer

By

H. E. Glaisyer
Chief Clerk

HEG:W

May 24, 1930

Mr. F. M. Burgard
724 Princeton Street
Portland, Oregon

Dear Sirs

This acknowledges receipt of your letter of the 22nd instant in which you advise us of your claim against Peck & Einarson for labor performed for them in connection with their contract #1107 for the grading of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County.

In connection with this contract Peck & Einarson were required to furnish a bond to the State for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the United States Fidelity & Guaranty Company whose offices are in the Porter Building, Portland, Oregon. We would suggest that you take the matter up with this company and if you do not secure action by so doing then you still have recourse to action in the courts as provided by Section 2991 of the Oregon Laws.

In line with our usual practice we are today calling this matter to the attention of the bonding company.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:W

Portland, Oregon, May 22, 1930

Secretary of State
State of Oregon
Salem Oregon

State Highway Commission
Salem Oregon

U S Fidelity & Guaranty Company
Portland Oregon

Gentlemen:

You and each of you will please take notice that the undersigned has a claim for work and labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No 1107.

This notice is given in order that the claim of the undersigned shall be protected under the laws of the State of Oregon relating to the protection of subcontractors in the construction of public highways as against any moneys due and the liability of Peck & Einerson, original contractors, and U S Fidelity and Guaranty Company, as surety for the work above mentioned.

F E Runyard
794 Princeton St
Portland
Ore

RECEIVED
MAY 22 1930
OREGON
STATE HIGHWAY

ANSWERED
H. B. G.

#1107
10 PM
PR 142B

May 24, 1930

United States Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Attention: W. F. Cline

Gentlemen:

This letter is to inform you that we have received a notice of a claim from Mr. P. E. Bagg of Portland against Peck & Einerson for labor performed for this contractor in connection with his contract for the grading of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, State Highway Contract #1107. The amount of the claim was not stated.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaigyer
Chief Clerk

HBG:W

cc Peck & Einerson

May 24, 1930

Mr. P. E. Hagg
Rt. 6 Box 880
Portland, Oregon

Dear Sir:

We have your letter of the 22nd instant in which you advise us of your claim against Peck & Einerson for labor performed in connection with the contract awarded to Peck & Einerson for the construction of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County.

In connection with this contract Peck and Einerson furnished surety bond for the protection of labor and material claims and all just debts dues and demands incurred against the project. This bond is offered to you for your protection. Would suggest that you file notice of your claim with the surety company which is in this instance the United States Fidelity & Guaranty Company, Porter Building, Portland, Oregon. Should you secure no satisfaction by so doing then you still have recourse to action in the courts and should file detailed notice of your claim with the Secretary of State in accordance with Section 2991 of the Oregon Laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Glaigyer
Chief Clerk

HBG:W

Portland, Oregon, May 22, 1930

Secretary of State
State of Oregon
Salem Oregon

State Highway Commission
Salem Oregon

U S Fidelity & Guaranty Company
Portland Oregon

Gentlemen:

You and each of you will please take notice that the undersigned has a claim for work and labor performed by furnishing a truck under a contract of employment in the prosecution of the work and the construction of the Drain to Red Ridge Section of the Umpqua Highway in Douglas County, Oregon, known as State Highway Contract No 1107.

This notice is given in order that the claim of the undersigned shall be protected under the laws of the State of Oregon relating to the protection of subcontractors in the construction of public highways as against any moneys due and the liability of Peck & Einerson, original contractors, and U S Fidelity and Guaranty Company, as surety for the work above mentioned.

T. E. Hay

Rt. 6 Box 508

Portland Ore.

RECEIVED
MAY 23 1930
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. G.

F 6 FRS 1423

May 19, 1930.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying specifications and five sets of special provisions for the surfacing of the Red Bridge-Drain Section, Project 142-B.

Under separate cover we are sending five blue print copies of Sheet No. 2 of the plans which has been revised to show the typical section for surfacing.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. E. Probert
Office Engineer

Dict by J. W. Nash/AP
Enclosures

Oregon State Highway Department — Project No. 148-B

RED BRIDGE-DRAIN SECTION OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate with surfacing specifications. Not as basis for modified agreement.)

Salem, Oregon, May 19, 1930.

7,000 cu.yds	Sub-base Materials in Surfacing	$ 2.50	$ 17,500.00
18,700 cu.yds	Base Materials in Surfacing	2.50	46,750.00
1,500 cu.yds	Top Materials in Surfacing	2.50	3,750.00
6,500 cu.yds	Screenings in Surfacing	2.50	16,250.00
6,000 cu.yds	Filler	.40	2,400.00
24,000 yd.mls	Filler Haul	.20	4,800.00
		Sub-total	$91,450.00
		10% Engr. & Cont.	9,145.00
		Total	$100,595.00

Length of Roadway (including bridges)	10.000 miles
Length of Two Bridges	.024 "
Total Length (excluding bridges)	10.000 miles

State Funds Available	$39,083.41
Federal Aid Requested	64,511.59 (62.23%)
	$103,595.00

PR # 142-B

May 9, 193_.

County Court of Douglas County,
Roseburg, Oregon.

Gentlemen:

For your information, we are today sending to you copies of the plans and specifications for the surfacing of the Red Bridge-Drain Section of the Umpqua Highway, bids for which work are to be received on May 22.

You will note that the plans call for the stockpiling of approximately 23,000 cubic yards of broken stone for later use in connection with maintenance and betterment operations. Approximately 7,500 cubic yards of these materials are intended for use in constructing a non-skid wearing surface on the Pacific Highway north and south from Drain. These materials will be paid for by the State, and the inclusion of them in this contract should tend to reduce the cost of the part of the work in which the County and the Highway District are cooperating.

The balance of the broken stone to be furnished in stock piles is intended for use in the construction of a bituminous macadam wearing surface on the Red Bridge-Drain Section which is a part of the cooperative work.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AF

Hon. E. Hoss
Sec. Bd. of State

#1107
10.5.04
PR 142B

April 24, 1930

Peck & Rinerson
Box 894
Hoquiam, Washington

Dear Sirs:

We have been informed by the Secretary of State that he has received a letter from the Concrete Pipe Company of Portland, Oregon in which they advise that their claim against you in the sum of $2226.72 for pipe furnished you for the construction of the Drain-Red Bridge Section has been paid.

We are today making note of this release in our records.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S

H. B. Glaisyer
Chief Clerk

C. N. LAUGHLIN
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

April 18, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

We are enclosing for your information, a copy of letter received from Concrete Pipe Company, Portland, Oregon, requesting that the lien against Peck & Einerson in the amount of $2226.72 be released.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

L

ANSWERED
H. B. C.

C O N C R E T E P I P E C O M P A N Y
Drainage, Sewer Pipe, Irrigation Pipe
Culvert Pipe and Gravity Water Systems

169 Thompson Street

PORTLAND, OREGON
April 16, 1930

Hal E. Hoss, Sec. of State,
Salem, Oregon.

Dear Sir:

Kindly release lien against Peck & Einerson for $2226.72 on the Drain and Red Bridge, Oregon job.

Very truly yours,

CONCRETE PIPE COMPANY

By C. L. GRUTZE

CLG EC

#1107

1 10 Pm

PR 142B

PORTLAND 104 1-17-30 5M

R. HOWARD BLAND, PRESIDENT.

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE

C. O. PRICE, MANAGER

1206 PORTER BUILDING

PORTLAND, OREGON.

April 21st, 1930.

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen: Re: #39-12-2070-29 - Peck & Einerson

The above bond executed on August 6th, 1929, covers contract for the construction of 10.10 miles of highway roadbed on the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, Oregon.

We are enclosing our form inquiry which we kindly ask you to complete and return to us as soon as possible, showing the present status of this contract.

Thanking you for your early attention to the matter, we remain,

Yours very truly,

C. O. Price

Manager.

CS-

#1107
100 Sm
PR 14213

March 18, 1930

United States Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Attention: Mr. Walter L. Cline.

Gentlemen:

In response to the request of the Secretary of State, we are handing you herewith a copy of the notice of claim that has been filed in his office by the Concrete Pipe Company, of Portland, Oregon, being their claim in the sum of $2,226.72 against Peck and Kinerson for concrete culvert pipe furnished this company in connection with its contract for the construction of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, state highway contract #1107.

This notice is sent to you as you appear as surety on the bond furnished by Peck and Kinerson in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:KF
cc Peck & Kinerson

March 18, 1930

Mr. Hal E. Hoss
Secretary of State
B u i l d i n g

Attention: Edith Libby.

Dear Sir:

This acknowledges receipt of your letter of the 15th inst. in which you enclose three copies of the notice of the claim of the Concrete Pipe Company against Peck and Emerson, being in the sum of $2,226.72 for concrete culvert pipe furnished this company in connection with its contract for the construction of the Drain-Red Bridge Section of the Umpqua Highway in Douglas County, being state highway contract #1107.

Copies of this notice are being mailed to the contractor and the surety on his bond.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

HAL E. HOSS
Secretary of State

C. N. LADOMIRUS
Deputy Secretary

STATE OF OREGON
Department of State
SALEM

March 15, 1930

State Highway Commission,

Salem, Oregon.

Gentlemen: (Attention of Mr. H. B. Glaisyer, Chief Clerk)

This is to advise that we received and filed as of this date, a notice of claim by Concrete Pipe Company, for concrete culvert pipe furnished in the sum of $2,226.72, against the bond taken from Peck & Einerson, principals, and the United States Fidelity and Guarantee Company, surety, for the work of constructing a state highway between the cities of Drain and Red Bridge, Oregon.

We are enclosing a copy of this notice for your information and files, together with two additional copies, one of which may be forwarded, if desired, to the principal in the bond covering the contract, and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

HAL E. HOSS,

Secretary of State.

By Edith Libby

ANSWERED
H. B. G.

L

COPY

PYRAMID
CONCRETE
PRODUCTS
Established 1909

Clyde Crutze,
General Mgr.

CONCRETE PIPE COMPANY

Drainage, Sewer Pipe, Irrigation Pipe
Culvert Pipe and Gravity Water Systems

169 Thompson Street
Near Larrabee Street
Albina Industrial Site

PORTLAND, OREGON

March 14, 1930

Hal E. Ross, Secretary of State,
Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, Concrete Pipe Company, has a claim for concrete culvert pipe in the sum of Twenty-two hundred twenty-six Dollars and Seventy-two Cents ($2226.72), against the bond taken from Peck & Kinerson, Principals, and the United States Fidelity and Guarantee Company, Surety, for the work of constructing a state highway between the cities of Drain and Red Bridge, Oregon.

Very truly your ,

CONCRETE PIPE COMPANY

BY C. . . CRUTZE,

Vice President

CLC SC

ENDORSED:
File No. 825
Filed March 15, 1930, HAL E. ROSS, Secretary of State.

PR142B

STENCIL NO. 124

JF142B

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore.F.A.P. 142-B

Post Office Building
Portland, Oregon.

Dec. 13, 1929.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

PR142B

A4Pr 61-33

Form P. R. 2
State Oregon
Project No. 142, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5618

Form P. R. 9

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of October, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of May, 1928, a project statement, which was approved by the Secretary on the 23rd day of May, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 23rd day of July 1928, and approved by the Secretary on the 4th day of December, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of one hundred fourteen thousand, four hundred nine and 81/100

dollars ($ 114,409.81) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State _____ (Include amount, date, and citation of act of legislature by which authorized)

*(b) By the county X of Douglas, $34,720.06 (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by having been deposited with the State Treasurer (State how placed under direct control of Highway Department)

*(c) By the Umpqua Highway Improvement District, $34,720.06 deposited with the State Treasurer

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 1269+480 in Sec.14, T.22 S., R.7 W., and survey station 1806+00 at the intersection of Fourth and B Streets in the town of Drain, terminal points, a distance of 10.095 miles, known locally as the Umpqua Highway between Reedsport and Drain, Douglas County, being Section B of Oregon Federal Aid Project No. 142, consisting of 10.069 miles of roadway and two bridges of more than 20 ft. clear span 0.026 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $171,570.08, Federal Aid $106,768.06; two bridges, approved estimate $12,279.85, Federal Aid $7,641.75.

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(d) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of one hundred fourteen thousand, four hundred nine and 81/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred eighty-three thousand, eight hundred forty-nine and 93/100 dollars, the approved total estimated cost of Section B of said project.

8—5518

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the ..... upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such mainte-

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

STRICKEN OUT

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the ..... (State or county) of ..... (Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to .....

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State (State or county) of Oregon (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: In accordance with Resolution by the County Court of Douglas County dated April 5, 1929, and Resolution by the Umpqua Highway District dated March 8, 1929. The Highway Department hereby agrees that if at any time funds in accordance with said Resolutions of April 5, 1929, and March 8, 1929, respectively, are no longer available, it will maintain said project in accordance with Resolution of August 7, 1917, Chap. 237, Laws of 1917, and other laws of the State of Oregon giving authority to the State Highway Commission for the expenditure of State highway funds.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

PAYMENTS

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds, probable amount annually available and how will be placed under direct control of Highway Department)

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 4th day of December, 1929

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B Bowerman
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL]

By Roberta Sawyer
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL]

C W Marvin
Acting Secretary of Agriculture.

8—5518

STRICKEN OUT

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 1269+480 in Sec.14, T.22 S., R.7 W., and survey station 1806+00 at the intersection of Fourth and B Streets in the town of Drain,

locally known as the Umpqua Highway between Reedsport and Drain, Douglas County,

and designated in the records of this Department as Section B of Project No. 142, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $183,849.93 Section B of as the total estimated cost of said project, and the sum of $114,402.81 Section B of authorized Federal pro rata share as the share of the United States, payable under said acts on account of such project, which does not exceed the [illegible] percent of said total estimated cost.

Done at the city of Washington, this 4th day of December one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

C. W. Mawson
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4830

Drain, Oregon

FORM 6-9-1 9-18020 1000 6-29

COMMISSIONERS
H. S. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

1 R1421

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
SALEM

December 4, 1929

NOTED

State Highway Engineer

Peck & Emerson
Roquiam, Wash.

File 10 PM

Gentlemen:

On Friday, November 29, your crew put off a shot in the cut at Station 1777 on your Drain-Red Bridge contract, which blocked the road at 10:15 A.M. The steam shovel crew did not have this opened by noon, and all quit for dinner.

In the first place, a smaller shot should have been used so that the road could have been opened in a very short time thereafter; and in the second place, when the road is blocked, your crew should use every effort continuously to get it open again. We would regard this as an emergency, of course, and think the boys should have delayed their dinner until they had it opened.

Traffic waiting are impatient enough at the best, but if everything is being done to get it open, they feel differently than if the whole works shut down for lunch. I will appreciate it if you will give such orders as to prevent the recurrence of this incident.

I realize, of course, there will be times during your work next spring when the road will be blocked temporarily, and we do not intend to cramp your work or make it more expensive to you. It is also our hope that a considerable amount of the traffic will use the road from Elkton to Oakland and such other detours as may be available.

However, unless a good detour is provided, traffic should in no case be delayed over one hour and every effort should be made to shorten such periods when traffic is interrupted.

Very truly yours,

E. A. COLLIER
Division Engineer

EAC:EF
cc Mr. Roy A. Klein
cc Mr. Glenn Roberts
cc Peck & Emerson
Drain, Oregon

PR 142 B

HANNAN GARAGE

November 6, 1929

Hannan Garage
Drain, Oregon

Attention: Edgar Hannan

Gentlemen:

Replying to your letter of the third instant concerning payments to Peck & Einerson for work accomplished by them in connection with their contract for the construction of the Drain-Red Bridge Section of the Umpqua Highway, wish to say that estimates are prepared for this work once each month covering the work accomplished up to the fifteenth of the month.

Inquiry in the office of our auditor reveals the fact that estimate no. 2 in the sum of $7,951.52 was vouchered and the voucher sent to the Secretary of State on October 31. The warrant is no doubt in Peck & Einerson's hands at the present time.

We try to expedite payment to contractors as much as possible but there is a certain routine that each voucher has to go through before it can be presented to the Secretary of State, who issues the warrants. When the estimate has been prepared by the resident engineer, it is checked by the division engineer and then submitted to this office for the purpose of preparing the voucher. When the voucher is prepared it is sent to the contractor for acceptance. He then returns it to this office when we secure the approval of the State Highway Commission. In order to expedite payment to the contractor we do not wait until the Commission meets in order to have the voucher signed by the members but the voucher is mailed to them. As soon as the Commission has approved the voucher it is immediately presented to the Secretary of State and it usually takes two or three days for him to make his check and issue the warrant.

From the above you will understand that while we try to expedite payment as much as possible we are required by law to do certain things of a routine nature before a warrant can be issued.

Very truly yours

Roy A. Klein
State Highway Engineer

By
H. B. Glaimyer
Chief Clerk

HBG:S

TIRES REPAIRING

HANNAN GARAGE

"SERVICE THAT COUNTS"

~~VENETA~~ OREGON

Drain, Oregon.

The Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

I have the Highway contract from Peck & Einarson for the 10 miles from Drain to Red Bridge on the Reedsport Highway, and would like very much to know if you have sent out the check to them and what date you make the payments regularly, so that I can figure my payments here accordingly. If you make the payments at the same time each month.

Last month it was the 8th before we received this and as it takes several days for the check to make the rounds to us we will appreciate it if you will advise us.

Yours very truly,

EEH/1 Edgar Hannan

#1107- [illegible] Contract Progress to date Est. No. 2 amt. $7,951.32 for work to Oct-15th date. To send monthly Progress Est. on 15th of each month. Final Est. no. 1 sent, if Stat. for warrant. Warrant drawn on Oct-31st Warrant should be received [illegible] days.

ANSWERED
H. B. G.

Telegram wanted 10/4/28 1107

PR 142 1 OP Sm

F818

PACIFIC TELEGRAM

THE PACIFIC TELEPHONE AND TELEGRAPH CO. — LONG DISTANCE TELEPHONE — BELL SYSTEM

CLASS OF SERVICE

TELEGRAM		DAY LETTER	SYMBOL DAY L.	NIGHT MESSAGE	SYMBOL NITE	NIGHT LETTER	SYMBOL N.L.

IF NONE OF THE THREE SYMBOLS SHOWN ABOVE APPEARS AFTER THE CHECK (NUMBER OF WORDS) THIS IS A TELEGRAM. OTHERWISE ITS CHARACTER IS INDICATED BY THE SYMBOL APPEARING AFTER THE CHECK.

RECEIVED AT

Eug 4 -28-33 pd D.L.

Drain Ore 35 6pm 10-4-28

State Highway Comm
Salem Oregon

Have subcontract on Drain
ed Bridge section from Beck and
Eimerson contract eleven hundred
seven have not received payment
for work to September fifteenth
Kindly wire us collect date of checks
send them E. Hayman 715pm

ANSWERED H. B. G.

that and that such an arrangement would be agreeable to her, as you have not commented on that feature in your letter.

As soon as Mr. Collier returns, I will be glad to write you about this matter.

Very truly yours,

State Highway Engineer.

RAK:HH

cc L. A. Collier

5 6

GF PR 14-15

NOTED
State Highway Engineer

September 30, 1929.

Red Bridge-Drain

Mr. George W. Joseph,
Suite 706 Yeon Building,
Portland, Oregon.

Dear Senator Joseph:

Receipt is acknowledged of your letter of September 27, 1929 relative to right of way through the property of Emma V. Williams about 8 miles west of Drain on the Umpqua Road. I looked up the location of this property and the highway alignment at this point on the maps which we have here, but not having full information on the topography, I am unable to say whether or not the change which you have suggested could be worked out without moving greater quantities of material in the construction of the roadbed.

However, I have taken the matter up with Mr. Collier, Division Engineer, who will look the whole situation over on the ground this week when he goes over this work, and if there is any way in which we can reasonably meet your sister-in-law's wishes in this respect, we will be very glad to go into the matter further.

From inspection of our maps, however, it would seem that if we lay the highway location fifty feet to the south in front of the house that it will be necessary to move the barn which now falls on the south side of the right of way. I presume that your sister-in-law understands that and that such an arrangement would be agreeable to her, as you have not commented on that feature in your letter.

As soon as Mr. Collier returns, I will be glad to write you further about this matter.

Very truly yours,

State Highway Engineer.

RAK:HI

cc R. A. Collier

#1107
118m
PR 142B

September 24, 1929.

First National Bank,

Eugene, Oregon.

Attention Mr. R. C. Merrill, Assistant Cashier.

Dear Sir:

We have your letter of the 20th inst., in which you enclose an assignment of moneys due Edgar Hannan from Peck & Einerson for services rendered in connection with State Highway Contract #1107 and in which you ask that funds due Mr. Hannan for this service be made direct to you.

Contract #1107 was awarded by the State Highway Commission to Peck & Einerson. All moneys earned under this contract were paid direct to Peck & Einerson. We have no dealings with sub-contractors, and in the present instance, Mr. Edgar Hannan has no money coming to him direct from the State Hi hway Commission, hence, we are unable to comply with your request re ative to the disposition of moneys that may be due Mr. Hannan from Peck & Einerson.

We are returning the assignment herewith and would suggest that you take the matter up direct with Peck & Einerson as they are the ones who are holding the moneys due Mr. Hannan and any other sub-contractor employed in this work.

Very truly yours,

ROY A KLEIN
State Highway Engineer.

By
H. B. Glaisyer,
Chief Clerk.

HBC:MK
enc.

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

September 20, 1929

State Highway Commission
Salem, Oregon

Gentlemen:

We enclose an assignment by Edgar Hannan of money due him from Peck & Einerson on State Highway contract # 1107. The amount assigned is $4970.90, which is 95% of the amount Mr. Hannan claims due him as listed on the bill. Five per cent is temporarily retained by Peck & Einerson.

Will you please see that funds in this connection are sent to us after the bill is allowed.

Yours very truly,

R. C. Merrill
Asst. Cashier

RCM/CC

#1107
108 5n

PR 142 B

September 10, 1929

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Attention: C. L. Tostevin.

Gentlemen:

In response to your inquiry of yesterday we wish to advise that our highway contract with prefix 10 PM is No. 1107 - Red Bridge-Drain Section of the Umpqua Highway in Douglas County. The contract was awarded to Peck & Kinerson of Box #894, Hoquiam, Washington. The contract is for 10.10 miles of grading. The amount of bond is $77,086.40 and was furnished by the United States Fidelity & Guaranty Company for whom Walter Y. Cline, Porter Building, Portland, Oregon is resident agent.

We are unable to advise you as to whether Edgar Hennaf is employed on this work or not as we do not keep records of contractors employees.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

IN REPLY GIVE No.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

602-621 YEON BUILDING
Portland, Oregon

Sept. 9, 1929

State of Oregon,
Highway Construction Dept.
Salem, Ore.

RE: Edgar Hannan
State Highway Job # 18 P M

Gentlemen:

We are advised that Mr. Edgar Hannan is working on a State contract job in the vicinity of Brain, Oregon. The number of this job is 18 P M, according to the information we have in file.

We desire to know whether or not this subject is bonded, the name of the bonding company, the amount of the particular job, the full description of same, the approximate date of completion, and the approximate amount of the contract.

For your convenience we are enclosing a self addressed stamped envelope, asking that we might hear from you by return mail.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Eastcott

District Sales Manager

LC PM
enc.

Oregon State Highway Department

Project No. 148-B

MID BRIDGE-DRAIN SECTION

OF THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for Project Agreement. Based on Contract Prices.)

Salem, Oregon, August 22, 1929

Roadway

All Required	Clearing and Grubbing			$ 9,000.00
117,300 cu. yds.	Common Excavation		.33	38,708.00
68,000 cu. yds.	Intermediate Excavation		.33	17,100.00
77,800 cu. yds.	Solid Rock Excavation		.85	65,875.00
220,400 yd. stns.	Overhaul		.015	3,138.00
18,760 yd. mi.	Truck Haul		.22	4,362.00
3,450 lin. ft.	18" Concrete Pipe		2.25	7,762.50
430 lin. ft.	24" Concrete Pipe		3.00	1,338.70
170 lin. ft.	30" Concrete Pipe		4.14	705.80
25 lin. ft.	36" Corr. Galv. Iron Pipe		5.00	125.00
1,800 lin. ft.	6" Perous Drain Tile		.38	670.00
880 cu. yds.	Class "A" Concrete		18.00	5,060.00
30,000 lbs.	Metal Reinforcement		.065	1,950.00
250 cu. yds.	Rock or Gravel Backfill		1.00	254.00
	Sub-total			$155,972.00
	10% Engr. & Cont.			15,597.20
	Total			$171,570.00

Mariagrabble Creek Bridge

65 cu. yds.	Excavation	$ 2.00	$ 130.00
5 cu. yds.	Excavation below plans	2.00	10.00
85 cu. yds.	Class "A" Concrete	23.00	1,955.00
80 cu. yds.	Class "D" Concrete	23.00	1,840.00
32,500 lbs.	Metal Reinforcement	.05	1,615.00
186 lin. ft.	Concrete Handrail	5.00	930.00
All Required	Remove old bridge and maint. traffic		300.00

Jack Creek Bridge

75 cu. yds.	Foundation Excavation	1.50	112.50
5 cu. yds.	Excavation below plans	10.00	50.00
72 cu. yds.	Class "A" Concrete	23.00	1,656.00
35 cu. yds.	Class "D" Concrete	23.00	805.00

23,500 lbs	Metal Reinforcement		.05	1,175.00
116 lin.ft	Concrete Handrail		5.00	570.00
900 cu.yds	Channel Excavation		.50	450.00
All Required	Remove old bridge and maint. traffic			25.00
	Sub-total			$11,161.50
	10% E. & C.			1,116.35
	Total			$12,279.85

Length of Roadway (excluding bridge)		10.069 miles
Length of Jack Cr. Bridge	52 ft.	
Length of Horsewhisle Cr. Br.	88 ft.	
Length of structures	140 ft.	.026 miles
Total length (including structures)		10.095 miles

S U M M A R Y

Item	Total Est.Cost	Fed. Aid (62.23%)	County F	District Funds
Roadway	$ 171,870.08	$ 106,768.08	$ 32,401.01	$ 32,401.01
Two Bridges	12,279.85	7,641.75	2,319.05	2,319.05
	$ 183,949.93	$ 114,408.81	$ 34,720.06	$ 34,720.06

(Funds for construction - Sufficient county and district funds deposited with Treasurer of the State of Oregon for disbursement by Highway Commission on Umpqua Highway Projects. Funds for Maintenance - See County Resolutions of April 15, 1929 and District Resolutions of March 8, 1929.)

September 14, 1929.

Mr. W. K. Lyrch,
District Engineer,
Bureau of Public Roads,
Box 2660
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement on the Red Bridge-Drain Section of the Umpqua Highway, Project No. 142-B.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Encls.

Form 30—D-1237—4M—4-29.

PR 142 B

NOTED

NOTED
J. S. SAWYER

OR[illegible] STATE HIGHWAY DEPARTMI[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 25th 1929

Job name Rad Bridge - Drain

Week from Aug 18th to 24th

Mail address Drain

Highway Umpqua

Telegraph or telephone address Drain

County Douglas Job prefix 10 PM

Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Thraa man start clearing Right of Way
Wednasday afternoon. (Aug 21st) at sta. 1680
Have had dairy pain much.
Party made a few hubs for this job.

(See back of this sheet for instructions and detailed information)

RECEIVED
AUG 30 1929
DIVISION ENGINEER

Signed J. E. Robert

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project 10.10

Miles completed —

Miles completed except finishing —

Total cubic yards in project 247,000

Cubic yards moved to date —

Miles covered by contractor's forces 0.10

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week (3 man 2½ days) men,

..... teams, ... steam shovels

Grading work will be completed about Sept 30th 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 10PM Percentage 25
2. 10PI-1 Percentage 12
3. 10VV Percentage 8
4. 10PN Percentage 55

Form 23—D-12887—4M—4-29.

PRR 142B

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 17th 1929

Job name Rad Bridge - Drain

Week from Aug 11th to 17th

Mail address Drain

Highway Umpqua

Telegraph or telephone address Drain

County Douglas Job prefix 10PM

Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Sub-contractor on job one day and goes back to Portland.

Party spent two days refarancing line. Here line refarenced as far as Jack Creek.

NOTED
J. S. SAWYER

(See back of this sheet for instructions and detailed information)

Signed N E Roberts

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project 10.10

Miles completed —

Miles completed except finishing —

Total cubic yards in project 247000

Cubic yards moved to date —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week — *men,*

— *teams,* — *steam shovels*

Grading work will be completed about Sept 30th 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10 PM *Percentage* 35
2. 10 PJ-1 *Percentage* 20
3. 10 VY *Percentage* 45
4. *Percentage*

PR 1102B

August 16, 1929.

Peek & Hinemon,
Box 804,
Hoquiam, Washington.

Gentlemen:

We hand to you herewith for your records and files an executed copy of contract recently executed to you by the Oregon State Highway Commission for the grading of the Red Bridge-Drain Section of the Umpqua Highway in Douglas County, being state highway contract No. 1197.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

E. R. Chalgren
Chief Clerk

ERC:AP
Encl.

Form 39—D-12287—4M—4-39.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]T

PR 142B

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 12th, 1939

Job name Rad Bridge - Drain

Week from Aug 4th to 10th

Mail address Drain

Highway Umpqua

Telegraph or telephone address Drain

County Douglas Job prefix 10PM

Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Nothing doing on this job this week.
Received a letter from Pact and Ejnarson stating that they had sublet the greater portion of the job to Mr George Wilson.
Made a few hubs and stakes

(See back of this sheet for instructions and detailed information)

Signed L E Robert

Title Res Engr.

GRADING CONSTRUCTION

Total miles of grading in project 10.10

Miles completed —

Miles completed except finishing —

Total cubic yards in project 247,000

Cubic yards moved to date —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week ..... men,

— teams, — steam shovels

Grading work will be completed about Sept 30th 1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job 10 PN Percentage 10
2. 10 PN Percentage 10
3. 10 PJ-1 Percentage 50
4. 10 VW Percentage 30

PR 142B

BATES, LIVELY & PEARSON

GENERAL AGENTS
AND INSURANCE BROKERS
YEON BUILDING
PORTLAND, OREGON

August 10th, 1929.

RECEIVED
AUG 12 1929
OREGON

Roy L. Klein, Engineer,
State Highway Commission,
Salem, Oregon.

Re: Contract No.1109
Bridge of Jack and Hardscrabble Creeks
Douglas County; C.A. Catching.

Dear Sir:-

We have executed in quadruplicate and are sending by express, bonds covering the above captioned contract of C.A.Catching.

When these bonds and contracts have been approved by the Highway Commission, will you kindly return one copy for our files.

Very truly yours,

BATES LIVELY AND PEARSON
by Fred C. V Reed

FCR:R

Form 39—D-12287—4M—4-39.

OR[illegible] STATE HIGHWAY DEPARTME[illegible]

142 B

FIELD ENGINEER'S WEEKLY REPORT

Date Aug 4th 1939

Job name Drain - Rad Bridge

Week from July 28th to Aug 3rd

Mail address Drain

Highway Umpqua

Telegraph or telephone address Drain

County Douglas Job prefix 10PM

Express and freight address Drain

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party refarancing points, Drain wast to Sta 1656.
Contractor Pack on job a couple of days go over entire job with him and a possible sub contractor.
Paul Applegate begins work the first day of August.

(See back of this sheet for instructions and detailed information)

Signed L. E. Robert

Title Res Engr

GRADING CONSTRUCTION

Total miles of grading in project 9.10

Miles completed —

Miles completed except finishing —

Total cubic yards in project 247,000

Cubic yards moved to date —

Miles covered by contractor's forces —

Miles cross-sectioned —

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 4

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about Sept 30-1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 10 PM ..... *Percentage* 60
2. ..... 10 PN ..... *Percentage* 20
3. ..... 10 PJ-1 ..... *Percentage* 5
4. ..... 20 YK ..... *Percentage* 15

PR142B

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JULY 27 1939

NOTED

PECK AND KINERSON
PROSSER WASHINGTON

RESULT OF INVESTIGATION OF YOUR REFERENCES SATISFACTORY AND WILL RECOMMEND TO COMMISSION AWARD OF DRAIN RED BRIDGE GRADING CONTRACT TO YOU STOP HOWEVER AWARD CANNOT BE MADE FOR A FEW DAYS PENDING DEPOSIT OF COOPERATIVE FUNDS BY LOCAL AUTHORITIES STOP EXPECT THAT THIS WILL BE DONE WEDNESDAY OR THURSDAY OF NEXT WEEK

ROY A KLEIN
STATE HIGHWAY ENGINEER

Memorandum for files

Regarding Peck & Einerson, low bidders on the Red Bridge-Drain grading job, I saw Mr. C. L. Gruts of the Concrete Pipe Company and Ed Wrenn, member of the firm of Wrenn & Greenough, in the lobby of the Imperial Hotel Thursday evening, July 25. They both advised me that Peck & Einerson were reliable contractors with whom they were personally acquainted, who had handled work satisfactorily in the State of Washington. On Friday morning, July 26, I talked with Tom Davis of the Bureau of Public Roads over the telephone and asked him if Mr. Morris, who handles the Federal Aid work in Washington had had any experience with Peck & Einerson. Mr. Morris was evidently near the telephone and after Mr. Davis talked with him Mr. Davis replied that Mr. Morris stated that they had just finished a job at Prosser which was a Federal Aid job and that their work was satisfactory.

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		CABLE LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

DAY LETTER

SALEM OREGON
JULY 26, 1929

SAMUEL J. HUBER
DIRECTOR OF HIGHWAYS
OLYMPIA WASHINGTON

PECK AND EINERSON LOW BIDDERS ON ONE HUNDRED FIFTY FIVE THOUSAND DOLLAR GRADING JOB THIS STATE STOP HAVE NOT DONE ANY WORK FOR US PREVIOUSLY STOP GAVE YOU AS REFERENCE STOP PLEASE ADVISE AS TO FINANCIAL STANDING, EQUIPMENT AND CAPACITY TO HANDLE A JOB OF THIS SIZE.

ROY A KLEIN

Mr. Simpson who is district engineer on the work we have just finished and also the City or County Engineer of the before named counties or cities.

The United States Fidelity and Guaranty Co., have bonded us for ten years.

Can refer you to their Seattle office, also to Mr. Price of their Portland office; the Bank of Hoquiam; Prosser State Bank, and numerous others if necessary.

As we have no other work on hand, we expect to personally superintend this job and either Mr. Einerson or myself will be on the job continuously.

Respectfully yours,

PECK AND EINERSON

By F. C. Peck

ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Letter
WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 437 State Street, Salem, Oregon TELEPHONE 61

1929 JUL 26 PM 4 17

PR107 36 DL=OLYMPIA WASH 26 314P

ROY A KLEIN=

STATE HIGHWAY ENGINEER SALEM ORG=

PECK AND EINERSON HAVE COMPLETED CONTRACTS THIS DEPARTMENT FIFTY FIVE THOUSAND AND TWENTY FOUR THOUSAND DOLLARS RESPECTIVELY STOP CONTRACTS UNDER CONSTRUCTION PRESENT TIME TOTALLING ONE HUNDRED THIRTY TWO THOUSAND DOLLARS STOP NO CLAIMS FILED WORK SATISFACTORY=

SAMUEL J HUMES.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

necessary equipment to handle this job.

Can refer you to Mr. Humes, State Highway Engineer; Mr. Simpson who is district engineer on the work we have just finished and also the City or County Engineer of the before named counties or cities.

The United States Fidelity and Guaranty Co., have bonded us for ten years.

Can refer you to their Seattle office, also to Mr. Price of their Portland office; the Bank of Hoquiam; Prosser State Bank, and numerous others if necessary.

As we have no other work on hand, we expect to personally superintend this job and either Mr. Einerson or myself will be on the job continuously.

Respectfully yours,

PECK AND EINERSON

By F. C. Peck

Portland, Ore.
July 25, 1929.

Mr. Roy Kline,
State Highway Engineer,

Dear Sir:

We submitted the low today on the Red Ridge drain job and as we have never had any jobs in this state, am taking this opportunity of submitting a few of our pre-qualifications for your consideration.

Our work has so far been confined to the state of Washington where we have had numerous jobs. We have finished jobs for the City of Hoquiam, City of Aberdeen, Grays Harbor County, Thurston County, also four different jobs for the State of Washington.

We have just completed 10.6 miles for the state of Washington. This work was started in January and finished in July with one month's shut down for frost. There was a total of 315,000 yards on this job, the job coming to about $132,000.

We have two - one yard shovels, trucks, teams and necessary equipment to handle this job.

Can refer you to Mr. Humes, State Highway Engineer; Mr. Simpson who is district engineer on the work we have just finished and also the City or County Engineer of the before named counties or cities.

The United States Fidelity and Guaranty Co., have bonded us for ten years.

Can refer you to their Seattle office, also to Mr. Price of their Portland office; the Bank of Hoquiam; Prosser State Bank, and numerous others if necessary.

As we have no other work on hand, we expect to personally superintend this job and either Mr. Einerson or myself will be on the job continuously.

Respectfully yours,

PECK AND EINERSON

By T. C. Peck

Oregon State Highway Department

Project No. 148-B

HARDSCRABBLE CREEK AND JACK CREEK BRIDGES

ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, July 18, 1928

Hardscrabble Creek Bridge

46 cu. yds.	Excavation	$ 3.00	$ 138.00
5 cu. yds.	Excavation below plans	5.00	25.00
85 cu. yds.	Cl. "A" Concrete	21.00	1,785.00
60 cu. yds.	Cl. "D" Concrete	22.00	1,320.00
32,300 lbs.	Metal Reinforcement	.05	1,615.00
186 lin. ft.	Handrail	5.00	930.00
All Required	Remove old bridge and maint. traffic		700.00

Jack Creek Bridge

75 cu. yds.	Excavation	3.00	225.00
5 cu. yds.	Excavation below plans	5.00	25.00
72 cu. yds.	Class "A" Concrete	21.00	1,512.00
35 cu. yds.	Class "D" Concrete	22.00	770.00
23,500 lbs.	Metal Reinforcement	.05	1,175.00
114 lin. ft.	Concrete Handrail	5.00	570.00
900 cu. yds.	Channel Change	.50	450.00
All Required	Remove old bridge and maint. traffic		300.00
	Sub-total		$11,597.00
	10% Engr. & Cont.		1,159.70
	Total		12,756.70

Length of Hardscrabble Cr. Br.	0.014 miles
Length of Jack Creek Br.	0.010 miles
Length of structure	0.026 miles
Cost per mile,	$490,642.37

State Funds Available	$ 4,818.21
Federal Aid Requested	7,938.49
	$12,756.70

Williams, and Charles Orell, within the time provided by law filed herein

July 18, 1929

Mr. W. E. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate accompanying plans for the Hardscrabble Creek and Jack Creek Bridges, Project No. 142-B.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. M. Probert,
Office Engineer.

Encl.
Dict. by J. W. Nash/AF

...; and thereupon said, within the time provided by law filed herein

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR DOUGLAS COUNTY

CP 142-B

File

RECEIVED
JUL 9 1929
OREGON
STATE HIGHWAY COMMISSION

Drain - Red Bridge

In the matter of the resolution for the location of a County Road in Road Districts # 34, 7, and 20, Douglas County, Oregon, known as the Drain-Reedsport Road or Umpqua Highway.

ORDER

This matter coming on for hearing at this time upon the report of the Board of County Road Viewers appointed to view and locate a County road in Road Districts Numbers 34, 7 and 20 in Douglas County, Oregon, known as the Drain-Reedsport Road or Umpqua Highway, as provided in the resolution of this Court adopted on the 22nd day of April, 1929, and to assess and determine how much less valuable the premises through which said road is located or is to be located will be rendered.

And it appearing to the Court that said Board of County Viewers has heretofore viewed and located said road and have made out a written report stating its recommendation in favor of the establishment and alterations of said road and setting forth the reasons for the same; and that said Board of County Road Viewers assessed and determined how much less valuable the premises through which said road is located or is to be located will be rendered and set forth in said written report such ~~and~~ assessment and determination; and that said written report of said Board of County Viewers was filed herein on the 28th day of May, 1929; and that said report was publicly read at the regular July, 1929, term of this Court on two different days, to wit: on July 3, 1929, and on July 5th, 1929.

And it further appearing to the Court that the following named persons whose lands are directly affected by said report, to wit: Elk Creek Lumber Company, John Hedrick, John N. Post, Sam Jones, William Wisegarver, W. C. Thiel, George Hedrick, Horace Putman, Bertha L. Joseph, Ada Hicks, Buena Williams, and Charles Snell, within the time provided by law filed herein

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR DOUGLAS COUNTY

PR 142-B

file

In the matter of the resolution for the location of a County Road in Road Districts # 34, 7, and 20, Douglas County, Oregon, known as the Drain-Reedsport Road or Umpqua Highway.

ORDER

RECEIVED
JUL 9 1929
OREGON
STATE HIGHWAY COMMISSION

Drain - Red Bridge

This matter coming on for hearing at this time upon the report of the Board of County Road Viewers appointed to view and locate a County road in petitions for damages.

And the Court on this day having proceeded to consider said petitions and it appearing that the premises of said John Hedrick will be rendered less valuable by reason of the location and establishment of said road in the sum of five hundred dollars ($500.00); that the premises of said Sam Jones will be rendered less valuable by reason of the location and establishment of sai road i the sum of three hundred doll rs ($ 00.00): that the

$600.00 (for the item of $[illegible].00 determined by the viewers). And it appearing to the County Court that damages in the sum of one hundred, fifty dollars ($150.00) allowed to Bruce and Mazalle Anawalt should have been allowed to Paul Bendele who is the present owner of said premises. It is hereby ordered that said report be and is hereby amended so as to allow said damages to

premises of said W. J. Thiel will be rendered less valuable by reason of the location and establishment of said road in the sum of eleven hundred and ninety-six dollars ($1196.00); that the premises of said Ada Hicks will be rendered less valuable by reason of the location and establishment of said road in the sum of three hundred dollars ($300.00); and that the premises of said Elk Creek Lumber Company will be rendered less valuable by reason of the location and establishment of said road in the sum of ($600.00) six hundred dollars instead of two hundred, sixty-six dollars ($266.00) as allowed by the said Board of County Road Viewers; that the premises of said John N. Post, William Wisegarver, George Hedrick, Horace Putman, Bertha L. Joseph, Buena Williams, and Charles Snell will be rendered less valuable by reason of the location and establishment of said road in the respective sums allowed to said persons in the written report of said Board of County Road Viewers and not in any other or greater sum or sums.

It is thereforeordered, adjudged and decreed that of the persons claiming of damages on account of the location and establishment of said road, the following named persons are hereby allowed the sums of money following their respective names, to wit: George Hedrick, $500.00; Sam Jones, $300.00; W. J. Thiel, $1196.00; Ada Hicks, $300.00; and Elk Creek Lumber Company, $600.00 (for the item of $266.00 determined by the Viewers). And it appearing to the County Court that damages in the sum of one hundred, fifty dollars ($150.00) allowed to Bruce and Mazalle Anawalt should have been allowed to Paul Bendele who is the present owner of said premises. It is hereby ordered that said report be and is hereby amended so as to allow said damages said Paul Bendele. And it is hereby further ordered, adjudged and decreed that said report of said Board of County Road Viewers be and is herely amended and modified in accordance with the foregoing order and that said report of said County Road Viewers as so modified be and the same is hereby adopted; it is furthere hereby ordered, adjudged and decreed that the County Clerk be and is hereby ordered and directed to issue warrants to the persons and in the amounts designated in said report as so modified; and it is furthere hereby ordered, adjudged and decreed that said road be finally surveyed and opened.

And it further appearing to the Court and the Court finds that the immediate opening of said road is of great public necessity. It is therefore hereby ordered, adjudged and decreed that if any appeal be taken from said assessment of damages the County Clerk of Douglas County, Oregon, shall draw a warrant or warrants payable to the appellant or appellants for the amount of all damages determined upon such appeal together with costs of the appellant or appellants recover a judgment or judgments more favorable than the order appealed from, and it is further ordered and directed that the County Treasurer of Douglas County, Oregon, set aside and hold sufficient moneys on hand and available for such purpose and not otherwise appropriated, to pay all damages claimed and all costs of such appeal or appeals.

It is further hereby ordered and directed that said warrants in payment of said damages shall be drawn upon the General Road Fund.

Dated this 6th day of July, 1929.

W. S. Hamilton
County Judge

attest:
Roy Agee clerk

County Commissioner
R. A. Busenbark
County Commissioner

Seal

FORM S-9-1 R-11640 1000 8-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

PR 142 B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF J. S. SAWYER, DIVISION ENGINEER

SALEM

April 2, 1929.

RECEIVED
State Highway Engineer

10-PM

Mr. Roy A. Klein
State Highway Engineer
Office.

Dear Sir:

In compliance with your request of even date have to advise that the best figure available at the present time for preliminary estimate of cost on the Drain-Red Bridge Section of the Umpqua Highway, grading, is $225,000.00.

This figure is taken from our original location survey on the basis of wooden trestles, but inasmuch as the revised location and rebalance of grade line will probably reduce excavation quantities materially, I think the reduction is ample to cover the increase in cost for concrete bridges.

Our estimate for surfacing is $75,000, which does not include oil maintenance material.

Very truly yours,

J. S. Sawyer,
Division Engineer.

JSS:JS

CONTRACT # 1108,

PR 134-C Fort Creek-Barnhouse Ranch 1929
Sec. (Grading)

1108

PR 134-C Fort Creek-Barnhouse Ranch 1929
Sec. (Grading)

1108

PR 134

FORM S-A-1 5-10057 2000 6-29

COMMISSIONERS
M. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

Grading - Tot Creek
Cranberry Creek

OREGON STATE HIGHWAY COMMISSION

SALEM

April 24, 1931.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. E. Cornell,

Boise, Idaho.

Dear Sir:

I am attaching hereto a semi final voucher for the payment for all work on your contract with the exception of $500.00 retained pending the consideration of your claim, which you have submitted to us.

Inasmuch as the examination of the merits of your claim will take some little time, we are making arrangements to pay you this money.

Now in connection with your claim. It will be necessary for me to have certified copies of your Pay Rolls, Invoices, Bills, and Rentals, covering the labor, materials and supplies entiering into this work in sufficient detail so that proper corelation between time and the nature of the performance can be secured and an intelligent analysis made. In this connection, please recapitulate the charges against the different cuts, showing the date that the men and equipment were working in each place.

I wish you would give particular attention to the date you drilled the first gopher holes in the cut between [redacted] Sta. 908 and 912, and the date you drilled the second set of gopher holes. Please also give the date that you received instructions from the Engineer to proceed with the revision.

I am sorry that this may delay somewhat the consideration of your claim, but it is necessary that I have this exact data before the claim be presented to Mr. Klein.

Yours truly,

R. H. Baldock

R. H. BALDOCK,
ASS'T STATE HIGHWAY ENGINEER.

CC to

S. H. Probert

Encl

R.H.B.-h

P.O. 24-2

March 10, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In accord with the request contained in your letter of March 9th, we are returning herewith five copies of estimate as basis for modified agreement for the Fort Creek-Eastbound Ramp Section, Project No. 134-C. We are likewise enclosing an additional copy of the corrected sheets of the estimate which you may wish to substitute in the sixth copy which was not returned to us.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Roadbed, Sta. 237+00 to Sta. 1186+12.1 (Continued)

1,550 cu. yds.	Selected Borrow	$0.35	$ 472.50
900 M-Gals.	Sprinkling	1.50	900.00
	Sub-total		$20,411.50
	10% Engr. & Cont.		1,941.16
	Total		$22,455.65
	Sub-total (Roadway)		$157,825.50
	10% Engr & Cont.		15,778.55
	Total (Roadway)		$173,603.05

Bridges over 20' Spans

Structure, Sta. 224 (4-18' spans)

31 M-FBM	Lumber and Timber	$70.00	$ 2,170.00
18 cu. yds.	Class "B" Concrete	20.00	360.00
	Sub-total		$ 2,710.00
	10% Engr. & Cont.		271.00
	Total (Structure)		$ 2,981.00

Length of Project, exclusive Bridge	6.343	miles
" " 1 Bridge, 76 feet	.015	"
" " Project, including Bridge	6.358	"

Cost per mile, Roadway $24,925.54

REMARK

Item	Total Cost	Federal Aid		Government Emergency Funds		State Funds
Grading	$124,220.50	$77,514.24	(62.25%)	$ - -		$46,925.58
Surfacing (W.Unit)	15,554.00	9,655.35	(62.25%)	- -		5,799.65
" (E. ")	33,465.55	10,050.00	(30%)	18,405.00	(55%)	5,010.55
Totals (Roadway)	$173,038.05	$98,908.60		$18,405.00		$57,744.37
1 Bridge	2,981.00	1,855.07	(62.23%)	- -		1,125.93
Totals (All Work)	$176,019.05	$100,763.75		$18,405.00		$59,870.30

State funds for Construction: Chapter 173, Laws 1917; Chapter 31, Laws, 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

PR134c

March 4, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Fort Creek-Barnhouse Ranch Section, Project No. 154-C.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Note by J. W. Keith/ers

er

Oregon State Highway Department — Emergency Project No. 114-C

FERY CREEK-HARTWOOD RANCH SECTION

OF THE OCHOCO HIGHWAY IN [redacted] COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, March 2, 1931.

Grading

All Required	Clearing and Grubbing		$ 1,[illegible].00
27,000 cu. yds.	Common Excavation	$ 0.25	6,750.00
58,000 cu. yds.	Intermediate Excavation	0.40	14,400.00
91,000 cu. yds.	Solid Rock Excavation	0.85	77,350.00
96,000 sta. sta.	Overhaul	0.02	1,920.00
196 cu. yds.	Class "A" Concrete	30.00	5,[illegible].00
200 cu. yds.	Riprap	2.00	400.00
19,000 lbs.	Metal Reinforcement	0.10	1,900.00
150 lin. ft.	Timber Piling	1.50	225.00
9.8 M-FBM	Lumber and Timber	70.00	[illegible].00
370 lin. ft.	12" Corr. Galv. Iron Pipe	1.50	[illegible].00
300 lin. ft.	18" Corr. Galv. Iron Pipe	2.50	750.00
150 lin. ft.	24" Corr. Galv. Iron Pipe	3.50	[illegible]
	Sub-total		$112,[illegible].00
	10% Engr. & Cont.		11,[illegible].50
	Total, Grading		$124,[illegible].50

Surfacing, Sta. 917+80 to Sta. 957+00

4,500 cu. yds.	Sub-base materials in surfacing	1.25	5,[illegible].00
2,250 cu. yds.	Base materials in surfacing	1.60	3,600.00
850 cu. yds.	Top materials in surfacing	1.75	1,487.00
650 cu. yds.	Screenings in surfacing	1.75	1,137.50
1,150 cu. yds.	Filler	0.30	[illegible].50
2,500 yd. mls.	" Haul	0.16	[illegible].00
	Sub-total		$ 13,[illegible].00
	10% Engr. & Cont.		1,[illegible].90
	Total, Surfacing		$ 15,[illegible].90

Surfacing, Sta. 957+00 to Sta. 1188+12.5

8,400 cu. yds.	Base materials in surfacing	$1.25	$ 10,[illegible].00
5,200 cu. yds.	Top " " "	1.91	9,932.00
1,450 cu. yds.	Key " " "	2.04	2,[illegible].00
2,250 cu. yds.	Screenings " "	2.10	4,725.00
1,000 cu. yds.	Filler	0.25	250.00
2,000 yd. mls.	" Haul	0.18	360.00

Surfacing, Sta. 957+00 to Sta. 1185+12.5 (CONTINUED)

1,350 cu. yds.	Selected Borrow		$ 0.35	$ 472.50
800 M-Gals.	Sprinkling		1.50	800.00
		Sub-total		$30,421.50
		10% Engr. & Cont.		3,042.15
		Total		$33,463.65
		Sub-total, Roadway		$157,325.50
		10% Engr. & Cont.		15,732.55
		Total, Roadway		$173,058.05

BRIDGE OVER 20' SPAN

Structure, Sta. 924	(4-19' spans)			
81 M-FBM	Lumber & Timber		$70.00	$ 5,670.00
18 cu. yds.	Class "B" Concrete		30.00	540.00
Trestle, Sta. 1182+80	(1-95' span)			
150 lin. ft.	Piling		1.50	225.00
10.6 M-FBM	Lumber & Timber		70.00	742.00
		Sub-total		$ 3,670.00
		10% Engr. & Cont.		367.00
		Total, (Structures)		$ 4,037.00

Length of Project, excluding bridges 6.930 miles
" " 2 bridges .019 "
" " Project, including bridges 6.949 "

Cost per mile, Roadway $24,989.91

SUMMARY

Item	Total Cost	Federal Aid		Emergency Funds	State Funds
Grading	$124,250.80	$77,514.24	(62.23%)	$ --	$46,925.26
Surfacing (W.Unit)	15,554.90	9,555.35	(62.23%)	--	5,799.55
" (K. ")	33,483.85	19,959.00	(30%)	13,406.00 (55%)	5,919.58
Totals (Roadway)	$173,058.05	$96,908.68		$13,406.00	$57,744.37
2 Bridges	4,037.00	2,518.21	(62.23%)	--	1,518.79
Totals (All Work)	$177,095.05	$99,420.90		$13,406.00	$59,282.15

State funds for Construction: Chap. 175, Laws 1917; Chap. 81, Laws, 1920.
" " " Maintenance: Chap. 41, Laws 1927.

EDWARD KRIEG

PR 134C

PR

Feb. 25, 1931.

Mr. Edward Krieg,
Hood River, Oregon.

Dear Sir:

In compliance with your request of February 23nd, we are listing below the quantities of concrete, steel, and lumber and timber included in the final estimate for the work performed under the H. E. Cornell contract for the grading of the Fort Creek-Barnhouse Rang, Section of the Ochoco Highway. We are also listing the quantities of excavation work performed in connection with the construction of the box culverts and timber bridges:

Structure	Class "A" Concrete (Cu. Yds.)	Class "B" Concrete (Cu. Yds.)	Metal Reinforcement (lbs.)	Lumber and Timber (M-FBM)	Intermediate Excavation (Cu. Yds.)	Solid Rock Excavation (Cu. Yds.)
Culvert, Sta. 828	28.78	- -	2982.	- -	16.9	17.0
Culvert, Sta. 887	25.48	- -	1945.	- -	22.4	- -
Bridge, Sta. 924	- -	27.14	- -	31.265	27.6	- -
Bridge, Sta. 997	- -	6.61	- -	10.516	6.0	- -
Bridge, Sta. 1057	- -	11.89	- -	8.287	- -	- -
Totals	54.26	45.64	4927.	49.868	72.9	17.0

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebart,
Office Engineer.

SHP:ER

EDWARD KRIEG
CONTRACTOR AND BUILDER

Hood River, Oregon, Feb. 22 1931

Oregon State Highway Comm.
Salem, Oregon,
Dear Sir.

I am writing asking if you will please send me the final quantity estimate for the timber bridges and the concrete work on the mountain Creek-Barn house section of the Ochoco Highway. This work contracted by H. E. Cornell of Boise and Completed about the 23rd of December. As I Sub-Contracted the bridge and Concrete I would greatly appreciate an estimate.

I have written Mr. Cornell but have not received a reply on the estimates as he said he had not received them and I am in need of my money and wish to know how much I have coming.

Sincerely Yours.

Edward Krieg
Hood River
Oregon.

RECEIVED
FEB 24 1931
STATE OF OREGON
HIGHWAY

1108 35PM
PP 134C

PR*

February 6, 1931.

The Wheeler County Trading Co.,
Mitchell, Oregon.

Gentlemen: Attention: Mr. A. King

In reply to your letter of January 27th, addressed to our Mr. C. W. Wanser at Bend, this will advise that on January 27th, we mailed to Mr. H. E. Cornell a voucher for an amount of approximately $16,500.00 in payment for work performed by him on the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway. This voucher was received back from Mr. Cornell today and is being put through usual channels for payment. The payment should reach Mr. Cornell within the next week or ten days.

The balance remaining to be paid to Mr. Cornell has not yet been exactly determined, but it appears that it will be somewhere between $3,000.00 and $4,000.00, this amount being in addition to the $16,500.00 which is to be paid under the voucher above referred to. It probably will be in the neighborhood of a month or six weeks before payment of the final balance is made.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

SHP:ER

WHEELER COUNTY TRADING CO.

GENERAL MERCHANDISE

DIRECTORS:
R. R. KEYES, PRESIDENT
A. KING, SEC. & MGR.
MRS. G. O. BUTLER E. R. LAUGHLIN
C. A. COLE PAUL LYNCH

Confidential

MITCHELL, OREGON, Jan 27 1931

Mr. C. W. Wanzer
Bend Ore

Dear Mr Wanzer-:

We had a letter from Mr. H. E. Cornell on Jonuary 6th stating that he had not received his Nov 10- Dec 10th estimate or his final estimate or his retained per cent.

He is owing us nearly $1000.00 and we would like to know if there is anything special that is holding up the payment of his estimates.

He states to us that he will pay us as soon as the State pays him.

awaiting your reply,
We are,
Yours truly

Wheeler County Trading Co
By A. King

PR
134 C

Jan. 12, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sirs

Herewith are enclosed six copies of estimate and five bid proposals to accompany the surfacing specifications on the Fort Creek-Barnhouse Ranch Section, Project No. 134-C. Under separate cover, are being sent five blueprint copies of Sheet No. 2 which has been revised to include the surfacing quantities and to show the typical surfacing section.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

Oregon State Highway Department — Project No. 1560

[redacted] SECTION

OF THE OCEAN HIGHWAY IN [redacted] COUNTY

(Estimate with surfacing specifications. Not as basis for modified agreement.)

Salem, Oregon, January 12, 1931.

Grading (Contract prices)

All Required	Clearing and Grubbing			$1,400.00
27,000 cu. yds.	Common Excavation	$	0.25	6,750.00
58,000 cu. yds.	Intermediate Excavation		0.40	14,400.00
91,000 cu. yds.	Solid Rock Excavation		0.85	77,350.00
96,000 yd. stas.	Overhaul		0.02	1,920.00
190 cu. yds.	Class "A" Concrete		30.00	5,700.00
200 cu. yds.	Rip rap		2.00	400.00
19,000 lbs.	Metal Reinforcement		0.10	1,900.00
150 lin. ft.	Timber Piling		1.50	225.00
9.5 M-FBM	Lumber and Timber		70.00	665.00
570 lin. ft.	12" Corr. Galv. Iron Pipe		1.50	855.00
300 lin. ft.	18" Corr. Galv. Iron Pipe		2.50	750.00
180 lin. ft.	24" Corr. Galv. Iron Pipe		3.50	630.00
		Sub-total		$112,945.00
		10% Engr. & Cont.		11,294.50
		Total, grading		$124,239.50

Surfacing, Sta. 817/80 to Sta. 957/00 (contract prices)

4,500 cu. yds.	Sub-base materials in surfacing	1.55	6,975.00
2,250 cu. yds.	Base materials in surfacing	1.60	3,600.00
850 cu. yds.	Top materials in surfacing	1.75	1,487.50
850 cu. yds.	Screenings in surfacing	1.75	1,137.50
1,150 cu. yds.	Filler	0.30	345.00
2,300 yd. mi.	Filler Haul	0.18	414.00
	Sub-total		$15,959.00
	10% Engr. & Cont.		1,595.90
	Total, surfacing		$15,554.90

Surfacing, Sta. 957/00 to Sta. 1185/19.5 (estimated prices)

5,600 cu. yds.	Base Materials in surfacing	1.75	$ 9,800.00
5,200 cu. yds.	Top materials in surfacing	1.80	9,360.00
1,650 cu. yds.	Key materials in surfacing	1.85	3,052.50
2,250 cu. yds.	Screenings in surfacing	1.90	4,275.00
1,000 cu. yds.	Filler	0.40	400.00
2,000 yd. mi.	Filler Haul	0.20	400.00
1,350 cu. yds.	Selected Borrow	0.50	675.00
800 M-Gals.	Sprinkling	2.50	1,500.00
			$ 29,462.50

PR 134-2

REP

	10% Engr. & Cont.		$2,946.25
	Total, surfacing		$32,408.73
	Sub-total, Roadway		$156,866.80
	10% Engr. & Cont.		15,136.35
	Total, Roadway		$172,003.15

Bridges over 20' spans (contract prices)

Structure, Sta. 924 - 4 - 19' spans

31 M-FBM	Lumber and Timber	$ 70.00	$ 2,170.00
18 cu. yds.	Class "B" Concrete	30.00	540.00

Trestle, Sta. 1162/80 - 1-25' span

150 lin. ft.	Piling	1.50	225.00
10.5 M-FBM	Lumber and Timber	70.00	735.00
	Sub-total		$ 3,670.00
	10% Engr. & Cont.		367.00
			$ 4,037.00

Length of Project, excluding bridges 8.939 miles
Length of 2 bridges .019 miles
Length of Project, including bridges 8.958 miles

Cost per mile, $24,787.88

SUMMARY

Item	Total Cost	Federal Aid	Gov't. Emergency Funds	State Funds
Grading	$124,230.50	$77,514.24	$ --	$46,928.26
Surfacing (W. Unit)	15,354.80	9,555.55	--	5,799.55
Surfacing (E. Unit)	32,408.75	20,187.97	12,240.78	--
Totals (Roadway)	$172,003.15	$107,057.56 (62.25%)	$ 12,240.78	$52,724.81
2 Bridges	4,037.00	2,512.22 (62.25%)	--	1,524.78
Totals (All Work)	$176,040.15	$109,569.78	$ 12,240.78	$54,249.59

Form 39—E-18160—1500—9-30.

PR134C

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Dec 20, 1930

Job name Fort Rock-Paulina

Week from 15 to 20

Mail address Paisley

Highway Oregon

Telegraph or telephone address "

County Wheeler Job prefix 25PH

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

This job is finished except for some ditching and shaping up sta 1655 to 1680.

Have right of way option to place Sta 937 to 952 left for cut at 1035 to 1060.

Should have very thing cleaned up Monday if the snow does not get to deep.

Is snowing today (Sat 20th)

Have spent a lot of time with the contractor the past two weeks he is trying to keep the finishing right up to the shovel so in case of heavy snows or freeze he would be safe. This will delay the final Est some what

(See back of this sheet for instructions and detailed information.)

Signed J. A. Peck

Title Asst. Engr

enc.

PR 134C

GRADING CON[illegible]U[illegible]N

Total miles of grading in project 6.95

Miles completed 6.95

Miles completed except finishing ~~6.95~~ 0.1

Total cubic yards in project 142000

Cubic yards moved to date 142000

Miles covered by contractor's forces 6.95

Miles cross-sectioned 6.95

Miles cross-sections completed and checked 6.95

Miles to be remeasured

Number men in Engineering Party 3

Contractor's average force for week 30 men,

3 teams, 1 steam shovels

4 TRUCKS

Grading work will be completed about Dec-23-'30

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project

Miles completed

Miles partially done

Total cubic yards in project

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week men,

teams, trucks

Project will be completed about

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

[illegible] SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week men,

teams, trucks

Job will be completed about

Number of men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job Percentage
2. Percentage
3. Percentage
4. Percentage

FORM S-C-1 S-17418 2000 7-30

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
M. A. LYNCH, REDMOND

PR 134C

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR #
Fort Cush-Bunkum Road

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER

BEND, OREGON

November 19, 1930.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 20 1930
OREGON

Dear Sir:

Referring to your letter of November 10th., in regard to the price agreement with Mr. H. E. Cornell for placing cushion in rock cuts at certain stations. I explained to you over the 'phone as to why a higher price was made, viz: that the cushion pits were further away and the loading had to be by his power shovel and on account of his limited number of trucks and the long haul, the shovel and operator would be idle most of the time, etc.

However, at your suggestion I took the matter up again with Mr. Cornell and am glad to say he split the difference and came down 5¢ a yard, although he doubted if he could break even on the deal, but he is interested in the road and knows that it will present a better finished job if the cushion is placed, and takes pride in his work and wants favorable comments on the job when finished.

Enclosed find the new price agreement. It would be appreciated if you will approve and return it as soon as possible.

Yours very truly

C. W. Wanzer

C. W. Wanzer
Division Engineer

cww/c
enc.

Approved

PR 134C

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

October 30, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

NOV 1 1930
OREGON

Dear Sir:-

Reference is made to intermediate voucher submitted by you covering Oregon Federal Aid Project No. 134-C for the period Aug. 11, 1930 to Oct. 10, 1930, in the amount of $9,460.24.

The first item thereon appears to be incorrectly extended, as you have shown:

"95% Lump Sum Clearing and Grubbing,.....$ 1,400.00."

According to the approved estimate for this work, $1,400 is the "lot price" for 100% of the Clearing and Grubbing, and the extension should be $1,330 instead of $1,400.

Since the amount of money involved is small, we are not returning the voucher to you for correction, but are forwarding the documents to the Washington Office today, recommending payment in the amount claimed by you. We would ask you, however, to please take care of the correction above mentioned in the next voucher submitted by you for this project.

Very truly yours,

W. H. LYNCH
District Engineer.

D. S. CAUFIELD
Highway Engineer

Ivon

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

Post Office Building
Portland, Oregon.
Oct. 29, 1930.

In reply please refer to File No. Ore.F.A.P. 134-C

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer,

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. There is also enclosed one approved copy each of the Special Provisions and agreement estimate, upon which was based the modified project agreement.

A4pr6156

Project No. 134, Section C

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 9, 1929, by the State Highway Commission of Oregon, and on December 5, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 134, Section C; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimates approved for said Section C to provide for the construction of a crushed rock surfacing over the portion of the project between Stations 817+80 and 957+00, and to provide for revisions in the design of the bridge at Station 924; and by reason thereof has requested that the estimate of cost approved for said Section C be increased from $129,409.50 to $143,631.40, and that the Federal funds approved and set aside to the credit of said Section C be increased from $80,531.53 to $89,381.81:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section C be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of eighty-nine thousand, three hundred eighty-one and 81/100 dollars ($89,381.81) as the share of the United States payable under said act on account of Section C of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Paragraph (c) of Article III shall read:

"(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the portion of the project between Stations 957+00 and 1185+19.3 such surfacing as will adequately meet the existing probable future traffic needs and conditions thereon."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of eighty-nine thousand, three hundred eighty-one and 81/100 dollars ($89,381.81), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred forty-three thousand, six hundred thirty-one and 40/100 dollars ($143,631.40), the approved total estimated cost of Section C of said project."

Article VI shall read:

"Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Commission of Oregon on the ninth day of September, 1930, and the Secretary of Agriculture on the 15th day of October, 1930.

STATE HIGHWAY COMMISSION OF OREGON

By H B Van Duzen
Chairman, State Highway Commission

By
Member, State Highway Commission

By T H Banfield
Member, State Highway Commission

Approved: C M Marvin
Acting Secretary of Agriculture

Oregon Federal Aid Project No. 134, Section C

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a rural post road between survey station 511+80 at the end of Section B of said project near Fort Creek in the S.W.¼ of Sec. 14, T.12 S., R.24 E., W.M., and survey station 1157+19.3 in the S.E.¼ of Sec. 2, T.12 S., R.24 E., W.M., locally known as the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, Federal Aid Route No. 5 between Mitchell and Dayville, and designated in the records of this Department as Project No. 134 Section C of Wheeler County, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 143,631.80 in lieu of the $80,531.55 approved by Certificate of Dec. 5, 1929 as the total estimated cost of Section C of said project, and the sum of $ 53,361.80 as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed the authorized Federal pro rata share per cent of said total estimated cost.

Done at the city of Washington, this 15th day of October, one thousand nine hundred and Thirty, as witness my hand and the seal of the Department of Agriculture.

C. W. Warburton
Acting *Secretary of Agriculture.*

GOVERNMENT PRINTING OFFICE 8—4189

Chrs

FR 134C

July 22, 1930.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
P. O. Box 2900,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement, covering the Fort Creek-Barnhouse Ranch Section, Project No. 134-C. This estimate has been revised to include the quantities for surfacing the section between Station 817+00 and Station 957+00.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Prebert,
Office Engineer.

Dict. by J. W. Nash/er.
encl.

Oregon State Highway Department — Project No. 134-C

FORT CHENEY-BARTHOUSE RANCH SECTION

OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as basis for modified agreement. Based on low bid prices)

Salem, Oregon, July 8, 1930.

Grading

All Required	Clearing and Grubbing			$1,400.00
57,000 cu. yds.	Common Excavation	$0.20		8,700.00
56,000 cu. yds.	Intermediate Excavation	0.40		14,400.00
21,000 cu. yds.	Solid Rock Excavation	0.85		17,850.00
26,000 yd. sta.	Overhaul	0.08		2,080.00
100 cu. yds.	Class "A" Concrete	20.00		2,000.00
200 cu. yds.	Rip Rap	2.00		400.00
10,000 lbs.	Metal Reinforcement	0.10		1,000.00
200 lin. ft.	Timber Piling	1.00		200.00
9.5 M-FBM	Lumber and Timber	70.00		665.00
890 lin. ft.	15" Corr. Galv. Iron Pipe	1.00		890.00
300 lin. ft.	18" " " " "	2.50		750.00
120 lin. ft.	24" " " " "	3.00		360.00
				$118,945.00

Surfacing (Sta. 917+40 to Sta. 955+00)

4,600 cu. yds.	Sub-base Materials in Surfacing	1.50	6,975.00
2,250 cu. yds.	Base Materials in Surfacing	1.60	3,600.00
800 cu. yds.	Top Materials in Surfacing	1.75	1,407.50
650 cu. yds.	Screenings in Surfacing	1.75	1,137.50
1,150 cu. yds.	Filler	0.30	345.00
2,300 yds sq.	Filler Seal	0.18	414.00
			$ 15,079.00
	Sub-total (Roadway)		$ 134,024.00
	10% Engr. & Cont.		13,402.40
	Total (Roadway)		$ 139,504.40

Bridges over 20' Span

Structure Sta. 924, - 4 - 18' Spans

31 M-FBM	Lumber and Timber	70.00	2,170.00
15 cu. yds.	Class "F" Concrete	30.00	540.00

Trestle, Sta. 1163/40 - 1 - 53' Span

150 lin. ft.	Piling	1.50	225.00
10.5 M-FBM	Lumber and Timber	70.00	735.00
	Sub-total (structures)		$ 3,670.00
	10% Engr. & Cont.		367.00
	Total (structures)		$ 4,037.00

Length of Project (excluding bridges)	6.939 miles
Length of 2 bridges	0.019 miles
Length of Project (including bridges)	6.958 miles
Cost per mile (excluding bridges)	$20,117.95

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Roadway	$139,104.40	$84,369.78 (60.65%)	$52,734.62
2 Bridges	4,027.00	2,442.22 (60.65%)	1,584.78
	$143,131.40	$86,812.00	$54,319.40

State Funds for construction: Chapter 178, Laws 1917; Chapter 31, Laws 1929.

State Funds for maintenance: Chapter 41, Laws 1927.

PR134C

June 23rd, 1930.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
P. O. Box 2220,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate accompanying surfacing specifications, and five sets of special provisions covering the section between Sta. 617+00, and Sta. 757+00 of the Fort Creek-Barnhouse Section, Project No. 134-C. Five blue print copies of Sheet 2 of the plans which has been revised to show the typical surfacing section are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

E. E. Probert,
Office Engineer.

EEP:ER

encl.

Oregon State Highway Department — Project No. 134-C.

JOHN CREEK - BASHFORD RANCH SECTION

OF THE OCEAN HIGHWAY IN [illegible] COUNTY

(Estimate with surfacing specifications. Not as basis for modified agreement)

Salem, Oregon, June 21, 1930.

Roadway, Sta. 837+00 to Sta. 967+00

4,500 cu. yds.	Sub-base material in surfacing	$1.75	$7,875.00
2,850 cu. yds.	Base " " "	1.75	5,037.50
800 cu. yds.	Top " " "	1.80	1,520.00
600 cu. yds.	Screenings in surfacing	1.80	1,170.00
1,150 cu. yds.	Filler	0.30	345.00
2,300 yds. mi.	Filler Haul	0.18	414.00
		Sub-total	15,971.50
		10% Engr. & Cont.	1,597.15
		Total	$16,768.65

Length of Surfacing Project (including trestle) 2.636 miles.
Length of Mountain Creek Trestle, 76 feet .015 miles.
Length of Surfacing Project (excluding trestle) 2.621 miles.
Cost Per Mile, surfacing $6,400.25

State Funds available $6,344.86
Federal Aid requested 10,423.79 (62.2%)
$16,768.65

State Funds for construction: Chapter 175, Laws 1917: Chapter 51, Laws 1920.
State Funds for maintenance: Chapter 41, Laws 1927.

6.6 6.6 PR 134c

First Security Bank

June 20, 1939

First Security Bank of Boise
Boise, Idaho

Gentlemen:

At the request of Mr. H. E. Cornell, we wish to inform you that the amount of the estimate now due Mr. Cornell covering his May estimate, is $11,384.86.

This voucher was mailed to Mr. Cornell for acceptance on June 19 and should now be in his hands. Payment of this voucher will be expedited as much as possible as soon as it is returned by Mr. Cornell.

H E Cornell

Very truly yours

Roy A. Klein
State Highway Engineer

By

ANSWERED H. B. G.

H. B. Glaisyer
Chief Clerk

HBGsS

cc H. C. Cornell

#1108
W Section Cor

First Security Bank
OF BOISE

Boise, Idaho

June 18, 1930.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly notify First Security Bank of Boise, Idaho, of the amount that will be paid on my May estimate as soon as possible, and on execution of the Warrant in settlement thereof, will you kindly send it to the First Security Bank of Boise, for my account. It will be of material assistance to me to obtain this Warrant just as soon as possible, so I will appreciate your crowding this through at the earliest possible date.

Yours very truly,

H. E. Lounsbury

ANSWERED
H. B. G.

Amount Est. # 9 - #11,384.86 Voucher was mailed to Connell for Signature June 19th.

PR 134C

H. E. CORNELL
ENGINEEERING :: CONTRACTING
P. O. Box 1503

PHONE 2979

~~BOISE, IDAHO.~~
Mitchell, Oregon.
May 16th 1930.

Mr.Roy A.Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re:Contract #1108.
Ochoco Highway.

Kindly mail my claim voucher for estimate No.8 to he here at Mitchell for signature.

Last month voucher was sent to Boise and it was a week before it got back to me for signature.

Yours very truly,

H.E. Cornell

H.E.Cornell.

cy

Form 10—D-1287—(M)—4-29.

PR 134C

OHIO STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Feb 8, 1930

Job name Fort Ancient

Week from 3 to 8

Mail address Dayville

Highway Waynesville

Telegraph or telephone address "

County Warren Job prefix 2524

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor Connell has not returned.

The Fort Ancient Co. opened on Wednesday the 5th with 10 men. They are driving a second line of forms.

They are installing a Shovel if Connell does not do this work.

Ken Cook

The Ditch Witch is in the car shop being adjusted.

The Cleveland Rock is supplying stone.

NOTED
W WANZER

(See back of this sheet for instructions and detailed information)

Signed

Title

B. E. Frost

Office Engineer

SHP:AP

GRADING CONSTRUCTION

Total miles of grading in project ..... 2.45 .....

Miles completed ..... 1.0 .....

Miles completed except finishing ..... 1/4 .....

Total cubic yards in project ..... 152000 .....

Cubic yards moved to date ..... 38000 .....

Miles covered by contractor's forces ..... 2.0 .....

Miles cross-sectioned ..... 5.5 .....

Miles cross-sections completed and checked ..... 1/2 .....

Miles to be remeasured .....

Number men in Engineering Party ..... 3 .....

Contractor's average force for week ..... 3 ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ..... 0 .....

Miles of preliminary staked ..... - .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

E. L. Probst

Office Engineer

SEP 4 P

Form 30—D-12297—4M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Jan. 25, 1930

Job name Fort Dalles-Celilo ... Week from 20 to 25

... Mail address Dayville

Highway ... Telegraph or telephone address "

County Wasco Job prefix 352H Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

There is no work on this job. Last week was very cold causing the water in the pipe line to freeze. The cold weather is delaying us. The temperature was below zero most of the week and ice formed on the tools and machinery.

Contractor has moved out but all men are out of work with orders.

STATE OF OREGON
HIGHWAY DEPARTMENT
SALEM

FEB 3

NOTED
C. W. WANZER

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Foreman

E. E. Frost

Office Engineer

GRADING CONSTRUCTION

Total miles of grading in project 6.75

Miles completed 1.5

Miles completed except finishing 1/4

Total cubic yards in project 124000

Cubic yards moved to date 22000

Miles covered by contractor's forces 2.0

Miles cross-sectioned 5.5

Miles cross-sections completed and checked 1/2

Miles to be remeasured 5 1/2

Number men in Engineering Party 3

Contractor's average force for week ..... 5 ..... men,

..... teams, ... steam shovels

Grading work will be completed about 12-31-1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

Office Engineer

SEP 1 AP

Form 39—D-12137—1M—4-30.

OR[illegible] STATE HIGHWAY DEPARTM[illegible]

PR 134C

FIELD ENGINEER'S WEEKLY REPORT

Date Jan - 4 - 1930

Job name Fort Bamhaven Road

Week from Dec 29 to Jan 4

Mail address Dayville

Highway Oregon

Telegraph or telephone address "

County Wheeler Job prefix 3504

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

The contractor on this section has been on a vacation except a little clearing right of Way. He is expect back to start work on Monday Jan 6th.

Survey crew has been resetting center line stakes on the Bamhaven-Dayville Section for this week and staying in Dayville.

Will be in camp in Dayville on Monday Jan 6th.

Road is:-

The Mitchell cutoff and Service Creek road are both open but require chains.

The Mitana route is very rough

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Asst Engr

W. H. HUBER

Office Engineer

DEPUTY

GRADING CONSTRUCTION

Total miles of grading in project 4.95

Miles completed 1.0

Miles completed except finishing 1.4

Total cubic yards in project 154000

Cubic yards moved to date 32000

Miles covered by contractor's forces 3.0

Miles cross-sectioned 5.5

Miles cross-sections completed and checked 1/2

Miles to be remeasured 6 1/2

Number men in Engineering Party 3

Contractor's average force for week 3 *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about July 31-1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

Be Be Present

Office Engineer

SEP 1930

PR 134-C

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. 134-C

Post Office Building
Portland, Oregon.

Dec. 18, 1929

Mr. R. A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project,

Very truly yours,

W. H. LYNCH
District Engineer

By _____
L. J. Caufield,
Highway Engineer.

Encl.

A43pr 6156

Form P. R. 2

State Oregon

Project No. 134, Section C.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Office Engineer

SEP:AP

Form P. R. 9

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of October, 1929

by and between the State Highway Commission of Oregon

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of June, 1927, a project statement, which was approved by the Secretary on the 30th day of July, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 23rd day of July 1929, and approved by the Secretary on the 5th day of December, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of eighty thousand, five hundred thirty-one and 53/100

dollars ($80,531.53) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

S. H. Probert

Office Engineer

SHP:AP

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920. (Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ---------- of ---------- (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ---------- (State how placed under direct control of Highway Department)

*(c) ----------

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 817+80 at the end of Section B of said project near Fort Creek in the S.W.¼ of Sec.18, T.12 S., R.24 E., W.M., and survey station 1185+19.5 in the S.E.¼ of Sec.2, T.12 S., R.24 E., W.M., terminal points, a distance of 6.958 miles, known locally as the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, Federal Aid Route No. 5 between Mitchell and Dayville, Wheeler County, being Section C of Oregon Federal Aid Project No. 134, consisting of 6.939 miles of roadway and two bridges of more than 20 ft. clear span 0.019 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

9—5518

-- as Prebert

Office Engineer

SHP:AP

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The estimated cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $124,239.50, Federal Aid $77,314.24; two bridges, approved estimate $5,170.00, Federal Aid $3,217.29.

(c) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of eighty thousand, five hundred thirty-one and 53/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-nine thousand, four hundred nine and 50/100 dollars, the approved total estimated cost of Section C of said project.

S—5518

S. H. Probert

Office Engineer

SHP:AP

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Resolution of August 7, 1917, Chap. 237,**
(Include reference to statute authorizing

Laws of 1917.
funds and probable amount annually available)

_____

_____

_____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6818

Office Engineer

7

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(a) By the _____ upon which [illegible]

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds, probable amount annually available, and how will be placed under direct control of Highway Department)

_____

*(*b*) By the _____,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: _____
(Include reference to statute authorizing

_____
funds and probable amount annually available)

_____

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: _____

_____
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 5th day of December, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

[SEAL] By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

[SEAL] _____
Acting Secretary of Agriculture.

2—5518

By _____
S. E. Probert

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 817+80 at the end of Section B of said project near Fort Creek in the S.W.¼ of Sec.18, T.12 S., R.24 E., W.M., and survey station 1185+19.3 in the S.E.¼ of Sec.2, T.12 S., R.24 E., W.M., locally known as the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway, Federal Aid Route No. 5 between Mitchell and Dayville, Wheeler County, and designated in the records of this Department as Project No. 134, Section C of, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $129,409.55 as the total estimated cost of Section C of said project, and the sum of $80,851.55 as the share of the United States, payable under said acts on account of Section C of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5th day of December one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. M. Evans
Acting Secretary of Agriculture.

DB

State Highway Engineer

By

S. H. Probert

PR 134 C

September 19, 1929.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

Since sending you the plans for the Fort Creek-Barnhouse Ranch Section, Federal Aid Project No. 134-C, our bridge department has recommended that the type of bridge structure to be constructed at the crossing of Mountain Creek (Station 924) be changed from a 40-foot Wood "A" Frame with two 19-foot trestle approach spans, to a wood trestle of four 19-foot spans.

This recommendation is based upon the fact that a second study of the conditions existing at the structure has made it quite evident that a trestle structure is entirely safe and fully as satisfactory in all other respects as an "A" Frame structure. The structure can be founded on solid rock, and as the depth of water seldom exceeds two or three feet, the concrete pedestals can be built up so that no part of the wood structure will be in contact with water except, possibly, at times of extraordinary flood. The stream runs through an open country and carries no drift.

We would like to have your approval of this change in plans, and anticipating such approval, we are sending under separate cover five blueprint copies of sheet No. 6 of the federal aid plans, which sheet has been revised to show the trestle type of structure which we now propose to use.

If you consider that the change in quantities is sufficient to require a new estimate of cost, please advise and one will be furnished.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By
S. H. Probert
Office Engineer

SHP:AP

...ER, PORTLAND, CHAIRMAN
...ATES, MEDFORD
ROBERT ...SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

316 OREGON BUILDING

SALEM

September 13, 1929

Mr. R. A. Klein,
State Highway Engineer,
O f f i c e.

Dear Sir:-

On August 14th an inspection of the site for the Mountain Creek Bridge, on the Mitchell-Dayville section of the Ochoco Highway was made. The plans on which the contract was let call for a 40' A frame at this point. In view of the fact that this stream is not especially dangerous and also that the line crosses the stream at about a 45° skew, the structure was changed from the 40' A frame with approaches to four 19' frame trestle spans on concrete pedestals, the pedestals to be high enough to put the sills above average water. The foundations at this point are solid rock. The average high water is approximately three feet above stream bed.

Very truly yours,

Bridge Engineer.

CSP:P

REFERRED TO
Robert

PR134C

September 4, 1928
Dictated Sept 5

Standard Oil Company of California
Post Office Drawer 1197
Portland, Oregon

Attention: F. M. Ewing

Gentlemen:

Replying to your inquiry of the 24th ultimo concerning the contract awarded to H. B. Connell for the construction of the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway in Wheeler County, wish to advise as follows, answering your questions in the order given:

1. The job consists of 6.35 miles of grading.
2. The job is described as being the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway in Wheeler County.
3. The contract number is 1103.
4. The amount of the contract is $117,045.00
5. The bond was written by the United States Fidelity & Guaranty Company, for whom Walter F. Kline is the agent, with offices in the Porter Building, Portland, Oregon.
6. The amount of the bond is $58,522.50.
7. The specified time limit is July 31, 1929.

Very truly yours,

Roy A. Klein
State Highway Engineer

By _____

H. B. Claiyor
Chief Clerk

S

H. E. CORNELL - Contract No. 1108 -

Fort Creek-Barnhouse Ranch Section of the Ochoco Highway in Wheeler County.

6.95 Miles of Grading -

Surety is: United States Fidelity & Guaranty Company,
Walter F. Cline, Agent, Porter Bldg., Portland.

Amount of Bond:- $58,822.50

Amount of Contract:-$117,645.00

Time limit:-July 31, 1930.

nature of the job
Description and location of the work
Contract number
Amount of the contract
Name and Address of the bondsmen furnishing the
material men's bond
Amount of the bond
Time limit to the contractor or estimate of when
the job will be completed.

We would greatly appreciate your furnishing this information, and for your convenience in replying, a stamped and addressed envelope is enclosed.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager.

By

CDE:LP
Attach.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG
306 YAMHILL STREET
P. O. DRAWER 1187

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
S. E. NORD
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

August 24, 1929.

H. E. Cornell, Boise, Ida.

RECEIVED
AUG 27 1929

State of Oregon Highway Commission,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

We understand that Mr. H. E. Cornell was recently awarded the contract for the construction of the Mitchell-Dayville Highway east of the section contracted to McNutt Bros. As we are supplying products to be used in connection with this work, we require the following information for our records:

Nature of the job
Description and location of the work
Contract number
Amount of the contract
Name and Address of the bondsmen furnishing the material men's bond
Amount of the bond
Time limit to the contractor or estimate of when the job will be completed.

We would greatly appreciate your furnishing this information, and for your convenience in replying, a stamped and addressed envelope is enclosed.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager.

By W L Muncy

CDE:LP
Attach.

PR 134-C

August 23, 1929

Mr. W. M. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate as basis for Project Agreement covering the Fort Creek-Bernheuse Ranch Section, Project No. 134-C.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
Dict. by J. H. Heath/AF

Oregon State Highway Department — Project No. 124-C

FORT CREEK-BARNEY'S RANCH SECTION

OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as basis for Project Agreement. Based on contract prices.)

Salem, Oregon, August 23, 1929

Roadway

All Required	Clearing and Grubbing			$ 1,400.00
37,000 cu. yds.	Common Excavation		.15	5,700.00
36,000 cu. yds.	Intermediate Excavation		.40	14,400.00
91,000 cu. yds.	Solid Rock Excavation		.35	77,350.00
96,000 yd. sta.	Overhaul		.02	1,920.00
100 cu. yds.	Class "A" Concrete		30.00	3,700.00
200 cu. yds.	Rip Rap		2.00	400.00
10,000 lbs.	Metal Reinforcement		.10	1,000.00
150 lin. ft.	Timber Piling		1.50	225.00
9.5 M-FBM	Lumber and Timber		70.00	665.00
870 lin. ft.	12" Corr. Galv. Iron Pipe		1.50	885.00
300 lin. ft.	18" Corr. Galv. Iron Pipe		2.50	750.00
190 lin. ft.	24" Corr. Galv. Iron Pipe		3.50	630.00
	Sub-total			$112,960.00
	10% Engr. & Cont.			11,296.00
	Total (Roadway)			$124,250.00

Bridges over 20' Span

Structure—Sta. 924

All Required	40' "A" Frame Superstructure		1,800.00
17 M-FBM	Lumber and Timber	70.00	1,190.00
35 cu. yds.	Class "B" Concrete	30.00	1,050.00

[illegible] Sta. 1102+00

150 lin. ft.	Piling	1.50	225.00
10.5 M-FBM	Lumber and Timber	70.00	735.00
	Sub-total		$ 4,700.00
	10% Engr. & Cont.		470.00
	Total (Bridges)		$ 5,170.00

[illegible], Div. Engineer,
Bend, Oregon

Length of Project (remaining bridges)	0.000 miles
Length of bridges, over 20' span	0.019 miles
Length of Project (including bridges)	6.958 miles
Cost per mile (including bridges)	$18,998.68
Cost per mile (remaining bridges)	$17,804.52

SUMMARY

Item	Total	State Funds	Federal Aid
Roadway	$124,230.50	$46,305.26	$77,914.24 (62.72%)
Bridges	5,170.00	1,962.71	3,217.29 (62.23%)
	$129,400.50	$48,577.97	$80,831.53

State funds for construction, Chap. 175, Laws 1917; Chap. 51, Laws. 1920
State funds for Maintenance, Sec. Sec. 17, 1917; Chap. 257, Laws 1917.

cc to Mr. C. W. Wanzer, Div. Engineer,
Bend, Oregon

August 16, 1929.

Mr. H. E. Cornell,
Box 1505,
Boise, Idaho.

Dear Sir:

We hand to you for your records and files an executed copy of contract recently awarded to you by the Oregon State Highway Commission for the grading of the Burt Creek-Bubbleouse Ranch Section of the Osburn Highway, Wasco County, Oregon, being state highway contract No. 1108.

Very truly yours,

[redacted]
State Highway Engineer

By

H. B. Gleimyer
Chief Clerk

HBG:AP

cc to Mr. U. W. Wanzer, Div. Engineer,
Bend, Oregon

Form 39—D-12237—4M—4-29.

OR... STATE HIGHWAY DEPARTM...

FIELD ENGINEER'S WEEKLY REPORT

F-11134C
NOTED
Dist. Highway Engineer

Date Aug - 10 - 1929

Job name For the Bamhouse Basin

Week from 6 to 10

Mail address Mitchell

Highway Ochoco

Telegraph or telephone address "

County Wheeler Job prefix 359H

Express and freight address "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Mr Carnell the Contractor on this section arrived on the Job Tuesday night Aug 6th with 10 men and 5 truck- loads with camp equip and is getting up camp and building temp roads.

He has a car load of const equip including an air comp on the track in Prineville and is unloading today.

He also has a shovel on the road.

Brig the bridge Contr is also on the ground with some equip and is getting lined up

NOTED
C. W. WANZER

(See back of this sheet for instructions and detailed information)

Signed D. E. Peck

Title Res Engr

Asst. Office Engineer.

JWH:AF
cc to Mr. C. W. Wanser, Div. Engineer,
Bend, Oregon

GRADING CONSTRUCTION

Total miles of grading in project 6.45

Miles completed 0

Miles completed except finishing 0

Total cubic yards in project 160000

Cubic yards moved to date 0

Miles covered by contractor's forces 0

Miles cross-sectioned 1/4 Mile

Miles cross-sections completed and checked 0

Miles to be remeasured 6.45

Number men in Engineering Party 3

Contractor's average force for week 10 men,

..... teams, ... steam shovels

Grading work will be completed about July 31-1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

JUL 25

cc to Mr. C. W. Wanser, Div. Engineer,
Bend, Oregon

PR 134-C

July 31, 1929

Mr. J. E. Peak,
Resident Engineer,
Mitchell, Oregon

Dear Sir:

Receipt is acknowledged of a request from Mr. C. W. Wanzer that the platted cross-sections and 100-foot scale detail map of the Fort Creek-Barnhouse Ranch Section be sent to you.

We are accordingly today sending the 100-foot scale detail map, and the cross-sections, which were submitted to the Portland office of the Bureau of Public Roads, will be sent to you directly by them.

In connection with this project, we have been requested by our Bridge Department that additional data be procured covering the crossing of Mountain Creek at Station 934. It is their suggestion that a vicinity map be prepared on a scale of 10 feet equals one inch; also that a profile be drawn to the same scale both vertical and horizontal. This information is necessary for the reason that the structure, as planned, has not been approved by the Bureau of Public Roads who have requested that a revised layout be prepared and submitted to them.

Your early attention to this information is requested for the reason that the approval of the project by the Bureau is held up until their approval of this bridge can be procured. We would suggest that when the data is complete, you send it directly to our Bridge Department.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

J. W. Nash,
Asst. Office Engineer.

JWN:AF
cc to Mr. C. W. Wanzer, Div. Engineer,
Bend, Oregon

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

July 27th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention S. H. Probert.

Dear Sir:

I have a request from Mr. J. E. Peck at Mitchell for the platted cross sections and 100' scale detail map of the Fort Creek-Barnhouse Ranch section of the Ochoco Highway. Will you please send these to Mr. Peck direct.

Very truly yours,

C. W. Wanzer
Division Engineer

By H N Hackett
H. N. Hackett
Div. Office Engineer

HNH:I

PR 134c

WHEELER COUNTY
COUNTY CLERK'S OFFICE
FOSSIL, OREGON

SCOTT SASSER,
CLERK

July 27th, 1929

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen:

You are hereby notified that the County Court of Wheeler County has secured the right of way for the Fort Creek-Barnhouse Section of the Ochoco Highway.

I would state further that we have the right of way from Barnhouse Basin to the Grant County line on this Highway survey and every thing is ready for construction along the entire line in Wheeler County.

Respectfully,

Scott Sasser
County Clerk

RECEIVED
AUG 1 1929
OREGON
STATE HIGHWAY COMMISSION

(Copy sent to C. W. Wanzer, 8/2/29)

Form [illegible] 1000 11-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 134 C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

July 19th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention S. H. Probert.

Dear Sir:

Herewith a revised Division Engineer's estimate of cost for grading the Fort Creek-Barnhouse Ranch section of the Ochoco Highway based on the quantities as called for in the proposal.

Please destroy the estimate sent you previously.

Very truly yours,

C. W. Wanzer
Division Engineer
By H N Hackett
H. N. Hackett
Div. Office Engineer

HNH:I
Enc.

July 19, 1929.

D I V I S I O N E N G I N E E R 'S
ESTIMATE OF COST FOR
G R A D I N G
Fort Creek-Barnhouse Ranch Section - - OCHOCO HIGHWAY

Item#	Item	Unit Price		Amount
1	Clearing & Grubbing	Lump Sum		$ 200.00
2	Common Excavation	27000 cu. yds @	.30	8100.00
3	Intermediate Excavation	36000 " " @	.55	19800.00
4	Solid Rock "	91000 " " @	1.10	100100.00
5	Overhaul	96000 yds. sta. @	.05	4800.00
6	Class "A" Conc'	190 cu. yds @	35.00	6650.00
7	Class "B" "	35 " " @	30.00	1050.00
8	Rip Rap	200 " " @	2.50	500.00
9	Metal Reinforcement	19000 # @	.10	1900.00
10	Timber Piling	300 lin. ft @	1.50	450.00
11	Lumber & Timber	37 M-FBM @	60.00	2220.00
12	40-foot "A" Frame Superstructure			4000.00
13	12" Culvert Pipe	570 lin. ft. @	1.75	997.50
14	18" " "	300 " " @	2.75	825.00
15	24" " "	180 " " @	3.75	675.00
		Total estimated cost		$152267.50

FORM B-[illegible] 1000 11-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

PR 134C

OREGON STATE HIGHWAY COMMISSION

OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

July 17th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Attention S. H. Probert

Dear Sir:

Attached hereto please find Division Engineer's estimate of cost for grading the Fort Creek-Barnhouse Ranch Section of the Ochoco Highway.

Not having a copy of the proposal for this section, the quantities shown herein are taken from the original estimate shown on the profile. It may be necessary for you to revise the estimate to conform using the unit prices shown here.

Very truly yours,

C. W. Wanzer
Division Engineer

By H. N. Hackett
H. N. Hackett
Div. Office Engineer

HNH:I
Enc.

July 17, 1929.

DIVISION ENGINEER'S

ESTIMATE

OF COST FOR GRADING

UNIT 3-Fort Creek-Barnhouse Ranch Section

OCHOCO HIGHWAY

Clearing & Grubbing			$200.00
Common Excavation	-26700 Cy.	@	.30
Intermediate Exc.	36400 cy.	@	.55
Solid Rock "	91200 cy.	@	1.10
Overhaul	96100 Sta. Yds	@	.05
12" Culvert Pipe	570 Lin. Ft.	@	1.75
18" " "	300 " "	@	2.75
24" " "	180 " "	@	3.75
Class A.Concrete	193 Cu.yds	@	35.00
Rein'f Steel	18000#	@	.10
Rip Rap	30 cy.	@	2.50
40 ft spans	40'	@	100.00
19 " "	60'	@	25.00
23 " "	23'	@	30.00
Piling	300 lin. ft	@	1.50

Quantities based on Locating Engineer Burns estimate

PR134-C

July 12, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are inclosing herewith six copies of estimate accompanying plans and five sets of special provisions covering the Fort Creek-Barnhouse Ranch Section, Project No. 134-C.

Under separate cover, we are sending one set of blue print plans and one set of original cross-sections. The additional sets of plans will be mailed in the near future.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Encl.
Dict. by J. W. Nash/AF

Oregon State Highway Department — Project No. 124-C

FORT CREEK-BARNHOUSE RANCH SECTION

OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate with Plans. Not as Basis for Project Agreement.)

July 13, 1928

Roadway			
All Required	Clearing and Grubbing		$ 800.00
27,000 cu. yds.	Common Excavation	.30	8,100.00
36,000 cu. yds.	Intermediate Excavation	.60	21,600.00
91,000 cu. yds.	Solid Rock Excavation	1.00	91,000.00
96,000 yd. sta.	Overhaul	.04	3,840.00
190 cu. yds.	Class "A" Concrete	30.00	5,700.00
200 cu. yds.	Rip Rap	2.00	400.00
19,000 lbs.	Metal Reinforcement	.06	1,140.00
150 lin. ft.	Timber Piling	1.50	225.00
9.5 M-FBM	Lumber and Timber	60.00	570.00
570 lin. ft.	12" Culvert Pipe	1.50	855.00
300 lin. ft.	18" Culvert Pipe	2.50	750.00
180 lin. ft.	24" Culvert Pipe	3.50	630.00
	Sub-total (Roadway)		$135,610.00
	10% Engr. & Cont.		13,561.00
	Total (Roadway)		$149,171.00

Bridges Over 20-foot Span

Structure - Sta. 924

All Required	40-ft. A Frame Superstructure		1,800.00
17 M-FBM	Lumber and Timber	60.00	1,020.00
35 cu. yds.	Class "B" Concrete	28.00	980.00

Trestle Sta. 1155+80

180 lin. ft.	Piling	$ 1.80	$ 225.00
10.8 M-FBM	Lumber and Timber	62.00	670.00
	Sub-total (bridges)		$4,695.00
	10% Engr. & Cont.		435.00
	Total (bridges)		$5,130.00

Length of project (excluding bridges) -	6.939 miles
Length of bridges over 20-ft. span -	0.019 miles
Length of project (including bridges) -	6.958 miles
Cost per mile (including bridges)	$22,143.07
Cost per mile (excluding bridges)	$21,466.77

SUMMARY

Item	State Funds	Federal Aid	Total
Roadway	$56,258.80	$92,692.20 (62.23%)	$148,951.00
Bridges	1,934.02	3,196.48 (62.23%)	5,130.50
	$58,192.82	$95,878.68	$154,071.50

[illegible] Contract [illegible] (Location PR 134C)

[illegible] Grading.

NOTED
State Highway Engineer

Cl. Exc.			5,000.00
Trench. 1 ft.	26,700	.30	8,000.00
" 1 cut.	36,000	.70	25,500.00
" C.Y.	91,200	1.00	91,200.00
	[illegible]	.25	4,800.00
Overhaul	570	1.50	850.00
12" Wrot. Cpr	300	2.50	750.00
18 " "	150	3.00	540.00
24 " "	193	30.00	5800.00
Class B. Conc.	18,800	.10	1880.00
Rein. Steel	30	3.00	90.00
Cut Key	1	1,200.00	1200.00
40' Span	60	20.00	1200.00
Timber Trestle	1	700.00	700.00
23' Wrot. Span	300	1.50	450.00
Piling ~~300 lin. ft.~~			
			147,960.00
		10%	14,796.00
			162,756.00

CONTRACT # 1109,

SEE:

CONTRACT # 1107,

1109 Re: Contract 1107

CONTRACT #1110

SEE:

CONTRACT #581

1110 SEE: Contract 581

CONTRACT# 1111,

SEE:

CONTRACT# 1002,

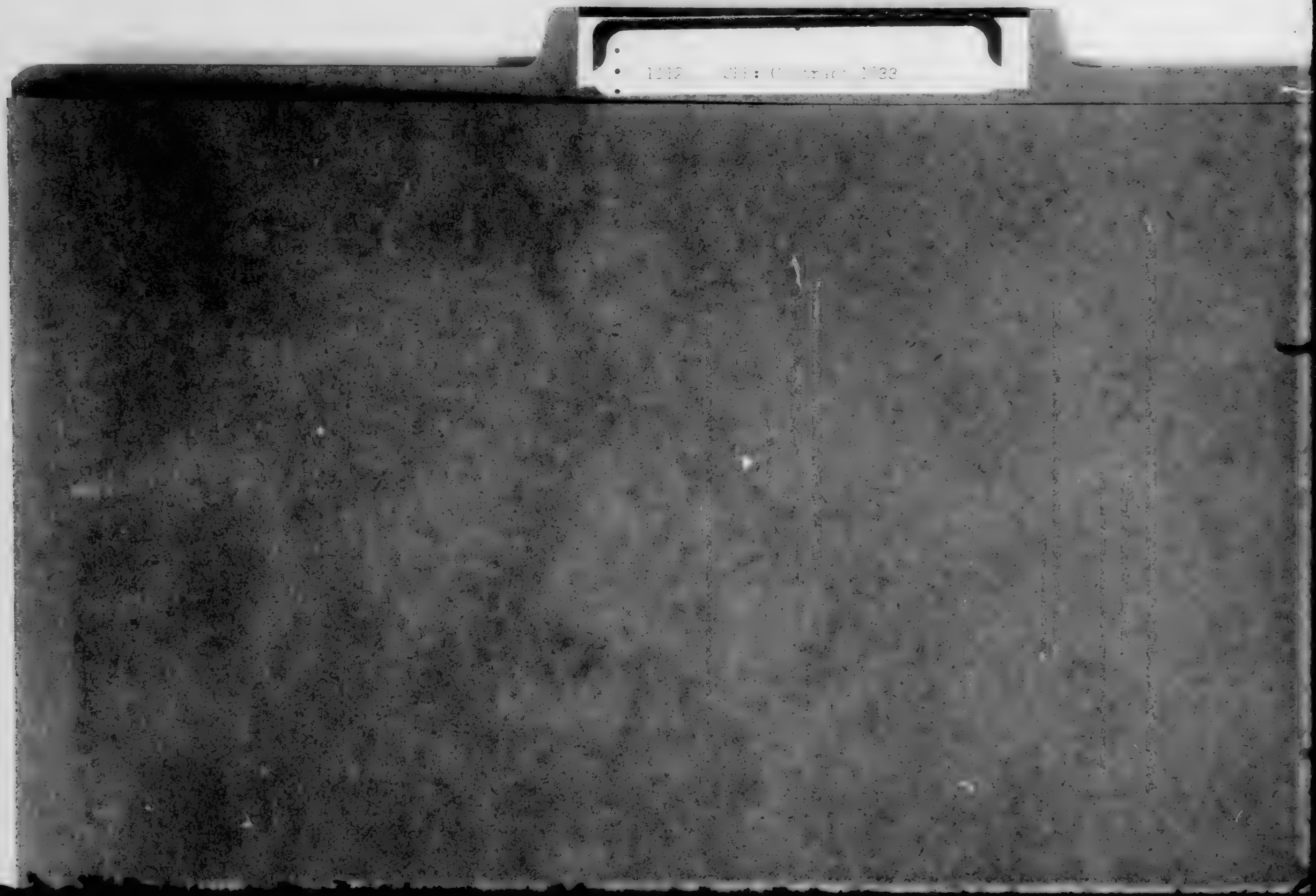
5

1111 SEE: Contract 1002

CONTRACT #1112,

SEE:

CONTRACT #1033,



CONTRACT* 1114,
1121, 1300,

PR 135-B Big Noise Creek-Gnat Creek 1929

1114, 1121, 1300

#1300

PP125

December 24, 1931

United States Casualty Company,
80 Maiden Lane,
New York City, N. Y.

Attention: H. L. Bubaseck.

Gentlemen:

Acknowledgement is made of your letter of December 19th in which you make inquiry concerning the Theodore Arenz contract for the construction of the Rock Creek-Cnat Creek Section of the Columbia River Highway in Clatsop County.

Please be advised that the above contract was completed and accepted on October 7th, 1931. The total amount paid was $72,649.55. Of this amount $1,851.78 was for force account work.

Your status inquiry blank of November 18th was returned to your Portland agent, Mr. L. K. Billingsdue to the fact that we had no was of knowing that it was from your home office.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#1300

...SUALTY COMPANY

EDSON S. LOTT, PRESIDENT

D.G.LUCKETT, VICE PRESIDENT
J.J.MEADOR, VICE PRES & GEN MGR
D.ST.C.MOORHEAD, VICE PRES & SECRETARY
JOHN FARR, VICE PRESIDENT
L.H.CLARKE, TREASURER
WILLIAM BUTLER, GENERAL COUNSEL
F.J.CANTY, ADVISORY COUNSEL

GEORGE R. FULTON, FIELD SECRETARY
J.P.BENNETT, ASSISTANT SECRETARY
H.S.YOUNG, ASSISTANT SECRETARY
J.L.SIBLEY, ASSISTANT SECRETARY
N.T.ROBERTSON, ASSISTANT SECRETARY
NATHAN MOBLEY, ASSISTANT SECRETARY
E.E.BURKE, ASSISTANT TREASURER

HOME OFFICE: 80 MAIDEN LANE, NEW YORK

FIDELITY AND SURETY DIVISION
NATHAN MOBLEY, ASSISTANT SECRETARY IN CHARGE
H.M.FROST, W.W.LA PORTE — ASSISTANT MANAGERS

New York, December 7th, 1931

RECEIVED
DEC 9 1931
OREGON
STATE HIGHWAY COMMISSION

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond #15405 - Theodore Arenz to State of Oregon

Please refer to our status inquiry blank dated November 18th, wherein we requested the present status of the contract for pavement construction on Rock Creek-Gnat Creek Section of Columbia River Highway.

Will you kindly let us have your advices promptly in order to bring our file up-to-date.

Very truly yours,

H. L. Bubaseck

H. L. Bubaseck
Contract Department

HLB

PR 135-B

November 25, 1931

The United States Casualty Company
D. K. Billings, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 1300 for the construction of the Rock Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County, consisting of 2.64 miles of paving, has been completed by the contractor Theodore Arens and that final settlement will be made with said contractor for work done under said contract on or after December 5th.

The State is not advised of any unpaid claims for labor or material or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assume no responsibility for any such claims should there be any.

This notice is being served on you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid to Mr. Arens in connection with this contract will be $72,649.53 including the final payment. Of this amount $1,851.76 was for force account work.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

JMcF:PW

Form 30—F-21635—5M—5-31

PR / 35B

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 10, 1931. , 193

Job name Gnat Creek-Rock Creek Paving. *Week from* October 4 *to* October 10.

Mail address

Highway Columbia River *Telegraph or telephone address*

County Clatsop *Job prefix* 4 PM *Express and freight address*

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor completed job on Wedensday.

Party finished remeasuring and continued work on final estimate.

On Friday Franklin and Karr went to Clatskanie to XXXXX set some stakes for paving crew but no notes there.

On Friday went over job with Mr. Clarke for final inspection.

Friday P.M. went over job with Mr. Benedict of the B.P.R. Tested pavement with roughometer.

RECEIVED
OCT 12 1931
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title Engineer

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project 2.64

Miles paving completed 2.64

Total square yards in project 30,945

Square yards completed to date 30,945

Average daily square yards this week 0

Miles shoulders completed both sides all

Contractor's average force for week 2 *men,*

..... *teams,* 1 *trucks*

Job ~~will be~~ *completed* ~~about~~ October 7, 1931.

Number of men in Engineering Party 3

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 6 PM ..... *Percentage* 90
2. 5 ML ..... *Percentage* 10
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR 135 B

STENCIL NO. 124

RECEIVED
SEP 5 1931
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore.F.A.P.135-B

Post Office Building
Portland, Oregon.

September 3, 1931.

Mr. R. A. Klein,
State Highway Engineer,
Salem, Ore.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By H. J. Caufield
H. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also are one approved copy each of the special provisions and the detail estimate upon which the modified project agreement was based.

A 4 pr 6278

Oregon Emergency Federal Aid Project No. 135, Section B.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 1st, 1929, by the State Highway Commission of Oregon, and on December 21, 1929, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. 135, Section B; now designated as Oregon Emergency Federal Aid Project No. 135, Section B; and

WHEREAS, the plans and specifications previously approved for said Section B provided for the construction of 2.160 miles of graded road and one bridge of more than 20 ft. clear span 0.031 of a mile in length, in Clatsop County, for which the estimate of cost approved was $31,535.90, and $19,624.78 Federal funds were set aside to the credit of said Section B; and

WHEREAS, the construction of said Section B in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $34,080.90, and voucher in the sum of $19,511.37 has been passed for payment as the share of the Federal Government on said Section B; and

WHEREAS, the said State Highway Commission of Oregon, now requests a reopening of said Section B and a revision of the

plans, specifications and estimates approved therefor to provide for the construction of concrete pavement between survey stations 907+27 and 1004+73.2, a distance of 1.814 miles, at an estimated cost of $53,856.00; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from the previous actual cost of $34,080.90 to $87,936.90, and that the Federal funds approved and set aside to the credit of said Section B be increased from the previous actual payment of $19,511.37 to $44,601.98; and

WHEREAS, the said State Highway Commission has requested that "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.) be provided to cover the State's share of the cost of construction, eligible thereto;

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission of Oregon and the Secretary of Agriculture that the plans, specifications and estimates approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimates and the sum of forty-four thousand, six hundred one and 98/100 dollars ($44,601.98) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

To Article I shall be added clause (b) to read:

"(b) By the State, in addition to funds heretofore provided, $28,765.39, which may be provided in whole or in part from the State's apportionment of "Advance Funds" under the Emergency Act of December 20, 1930 (Public No. 550 - 71st Cong.), and any part thereof not provided from such "Advance Funds", shall be met from State funds available for expenditure by the Highway Department under Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

Paragraph (d) of Article III shall read:

"(d) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $72,289.21, Federal Aid $35,539.27; one bridge, actual cost $15,647.69, Federal Aid paid, $9,062.71."

To Article III shall be added paragraph (d) to read:

"(d) It is hereby agreed and understood by the Highway Department that any part of the State's share of the cost of the project covered by this agreement which may be paid from its apportionment of "Advance Funds" under the Emergency Act approved December 20, 1930 (Public No. 550 - 71st Cong.) shall be reimbursed to the Federal Government over a period of five years, commencing with the fiscal year 1933, by making deductions from regular apportionments made from future authorizations for carrying out the provisions of the Federal Highway Act, as required by said Emergency Act."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of forty-four thousand, six hundred one and 98/100 dollars ($44,601.98), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-seven thousand, nine hundred thirty-six and 90/100 dollars ($87,936.90), the approved total estimated cost of Section B of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures and official seals, the State Highway Department of Oregon on the 30th day of July, 1931, and the Secretary of Agriculture on the 21st day of August, 1931.

STATE HIGHWAY COMMISSION OF OREGON

By _____
Chairman, State Highway Commission

By W. H. Lynch
Member, State Highway Commission

By O. K. Lawrence
Member, State Highway Commission

C. W. Marvin
Acting Secretary of Agriculture

Oregon Emergency Federal Aid Project No. 135-B.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 889+00 in the N.E.¼ of Sec. 19, T.8 N., R.6 W., W.M., and survey station 1004+73.2 in the S.E.¼ of Sec. 14, T.8 N., R.7 W., W.M., at the east end of Section A of said project, locally known as the Big Noise Creek-Gnat Creek Section of the Columbia River Highway between Astoria and Portland, Clatsop County, and designated in the records of this Department as Project No. 135./ Emergency Federal Aid Section B, , State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 87,936.90 in lieu of the previous actual payment of $19,511.37 as the total estimated cost of Section B of said project, and the sum of $ 44,601.98/ as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed the/ authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 21st day of August one thousand nine hundred and Thirty-one, as witness my hand and the seal of the Department of Agriculture.

C. W. Marvin
Acting *Secretary of Agriculture.*

Aug

GOVERNMENT PRINTING OFFICE 8—4320

#1300
Oklahoma Co

August 27, 1931 135-b

Shell Oil Company,
1219 Westlake Ave. North,
Seattle, Washington.

Attention: Credit Dept.

Gentlemen:

Receipt is acknowledged of your letter of August 25th which was addressed to Mr. Hal E. Hoss, Secretary of State, with reference to Oregon Contract Company.

Please be advised that we have no contracts with the Oregon Contract at the present time. However, we do have a contract with Theodore Arenz, Portland, Oregon, who was a member of the firm of the Oregon Contract Company. The contract which Mr, Arenz now has is our No. 1300 and is known as the Rock Creek-Coast Creek Section of the Columbia River Highway in Clatsop County consisting of 2.64 miles of paving. Bond was furnished by the United States Casualty Company for whom D. K. Billings, Board of Trade Bldg., Portland, Oregon, is resident agent. Bond is in amount $50,000.00. Contract is in amount $68,130.00. The completion date of this contract is October 15th, 1931.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY

PACIFIC NORTHWEST DIVISION
SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Aug. 25, 1931

Mr. Hal Hoss,
Secretary of State,
Salem, Oregon.

Dear Sir: RE: OREGON CONTRACT COMPANY

We are making deliveries to the subject account through our Astoria depot while he is engaged in building a section of road near Knappa, Oregon.

We shall appreciate your giving us the following information: is he a principal or sub-contractor; a description of the work; the name of the bonding company furnishing the surety and the name of its agent; the amount of the job in dollars and the amount of the bond in dollars; the length of the contract and the approximate time required to complete the job and also the date set for completion.

Yours very truly,

SHELL OIL COMPANY

CFB:S C. F. Bundy

Credit Department

Respectfully referred to the State Highway Commission,
Hal E. Hoss, Secretary of State.

RECEIVED
AUG 27 1931
SECRETARY OF STATE
HAL E. HOSS

FORM S-F-1 S-8703 1M 8-28

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

PR 1350

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

NOTED

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER

SALEM

June 25, 1930

Mr. R. A. Klein
O f f i c e

File 4 PH

Dear Sir:

I would like to ask your consideration of the following figures, with relation to the surfacing of the Gnat Creek-Rock Creek Section of the Columbia River Highway in Clatsop County. You will recall that at the time of our recent inspection of this project I suggested the construction of a heavy macadam with bituminous macadam wearing surface, instead of concrete pavement, having in mind two particular things; First, the fact that such a surfacing could be constructed at materially less cost, and second, that it would permit the widening of those parts of the project where our revised line falls exactly along the old pavement, thereby making a continuous, uniform improvement for the entire four miles, whereas the construction of the concrete pavement would I think unquestionably be confined to the sections in the vicinity of Gnat Creek and between Big Noise Creek and Rock Creek where we have constructed an entirely new grade, leaving a section of 1.1 miles between the two concrete sections which would remain black.

I have discussed this suggested improvement with Mr. Baldock, and the specifications indicated are the result of our discussion. They are as follows:

On those sections where the present pavement is to be abandoned, construct a surfacing consisting of 10 inches of quarry-run rock 6 inches - O, upon which construct 4 inches of water bound macadam, and upon that in turn a D-7 specification bituminous macadam. On the sections where the new line follows the present pavement, widen the existing pavement two feet on either side with similar macadam and construct a B-2 specification bituminous macadam over the entire 20 foot width thus provided.

This improvement could be all constructed as one project and the entire section including the new Gnat Creek Bridge and Rock Creek and Big Noise Creek Culverts could be made usable without further delay. My estimate of the cost of this project is as follows:

1.6 miles of 10" run-of-quarry sub-base, 6400 cu. yds. at $1.25	$ 8,000.00
1.6 miles of 4" water bound macadam, 3,000 cu. yds. at $1.75	5,250.00
1.5 miles widening sub-base 1,500 cu. yds. at $1.25	1,875.00
1.5 miles widening top course, 600 cu. yds. at $1.75	1,050.00
1.6 miles rock for B-7 specification, 2600 cu. yds. at $1.65	4,290.00
1.5 miles rock for B-2 specification, 1700 cu. yds. at $1.65	2,805.00
Construction of B-7 specification exclusive of rock, 1.6 miles at $3500.00	5,600.00
Construction of B-2 specification exclusive of rock, 1.5 miles at $3000.00	4,500.00

Estimate of Cost - Cont'd.

Grading work covering yardage not moved during previous grading contract and one or two minor grade changes, 500 cu. yds. at 50¢	$ 2,500.00
Earth shoulder work in the event no rock shoulders are to be constructed, 4.1 miles at $500.00	2,050.00
10% Contingencies	5,780.00
Total	$ 41,700.00
If three-foot rock shoulders similar to specifications for Sandy paving job are to be constructed, add 3500 cubic yards rock at $1.75	$ 6,125.00
Total	$ 47,825.00

or $11,675.00 per mile.

I believe we could not expect to get concrete pavement in that locality for less than $30,000.00 a mile, which as you will see is more than two and a half times the cost of the suggested macadam construction, which I confidently believe will be as satisfactory in that situation as would the concrete. If this project could be advertised for July, it would be possible to have the macadam constructed and the bituminous macadam material produced and stock piled this year, thus putting the new road into service during the coming winter and following up with the bituminous macadam construction in 1931.

I would like to recommend this method of handling the situation for your consideration and approval.

Very truly yours

W. D. Clarke
Division Engineer

WDC:EF

PR 4

PR 135-VB

June 20, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Reference is made to Mr. Canfield's request relative to the commencement of work on the Gast Creek-Rock Creek Paving Project.

The work on this project was started on June 3rd, but the work performed to date has consisted almost entirely of the installing of the crushing plant, putting in of the water pipe lines, and the bringing of equipment onto the job. The crushing plant is now about ready to operate, and it is expected that the pouring of concrete will commence about Wednesday or Thursday of next week (June 24th or 25th).

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

B-A-1 P-81388 4000 4-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

ROY A. KLEIN
STATE HIGHWAY ENGINEER

H. B. GLAISYER
SECRETARY

PR 135B.

OREGON STATE HIGHWAY COMMISSION

SALEM

May 29, 1931

IN REPLY PLEASE
REFER TO FILE NO.

Memorandum for files concerning the award of contract on the Rock Creek-Gnat Creek Section of the Columbia River Highway.

Mr. Devers investigated in Portland the bank references given by Mr. Theodore Arenz, seeing both the United States National Bank and the Canadian Bank of Commerce. The information gained at the United States National Bank was that Mr. Arenz owned about 400 shares of stock in that bank and had borrowed from them on numerous occasions, each time placing collateral for security. They gave him a good recommendation. Mr. Devers also secured a favorable report at the Canadian Bank of Commerce.

In the bankruptcy court, Mr. Devers looked up the case which had been cited as detrimental to Theodore Arenz and, while he did not read the entire case through, it appeared that there was only a small amount of money involved relating to a share of stock and he did not think it of sufficient importance to be detrimental to Mr. Arenz. A check-up was made of the state highway jobs performed by the Oregon Contract Company subsequent to the date of this case and the following were found:

No. 315	Newberg-West Dayton Section, 5.9 mi. paving	$180,126.93	Nov. 6, 1920
481	West Dayton-St. Joseph Section, 4.2 mi. pav.	66,995.89	Oct.26,1921
536	Rickreall-Holmes Gap Section, 5.57 mi. pav.	80,239.81	Nov.24,1922
624	Bridge over Basket Slough	2,686.25	Feb. 6,1923
654	Unit 2, Oregon City-Bolton Section, 0.34 mi. paving	11,958.83	Apr.17,1923
787	St. Joseph Section, 1.19 mi. paving	54,926.40	Mar.27,1925
849	Oregon City-Canemah Section, 0.82 mi. paving	22,171.84	Sept.15,1925
	Total of all work	$399,105.95	

Therefore, it did not seem reasonable to throw out Theodore Arenz's bid at this time, having in mind that the Oregon Contract Company, which was involved in the bankruptcy proceedings, had subsequent to that date been awarded seven contracts.

I took up the matter of the award of this contract with Commissioners Van Duzer and Spaulding at breakfast in Eugene on May 23 as we were enroute to Grants Pass. They both agreed to the award, and Mr.

Memorandum for files - 2. May 29, 1951

Spaulding called up Mr. Lynch on the telephone at Redmond, with the result that Mr. Lynch also agreed to the award of the contract. I then called up Mr. Probert at Salem, telling him to notify Theodore Arenz of the award and prepare the contracts for signature, which was done.

Roy A Klein

RAK:HI

135-13

May 20, 1931.

Mr. H. H. Lynch.
District Engineer.
U. S. Bureau of Public Roads.
New Post Office Building.
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement covering the Big Bend Creek-Dent Creek Section, Emergency Project No. 115-B.

Very truly yours.

ROY A. KLEIN.
State Highway Engineer.

By

E. E. Probert.
Office Engineer.

Dict. by J. K. Nash/MC

Encls.

Oregon State Highway Department — Emergency Project No. 135-B (Resp.)

BIG NOISE CREEK - GNAT CREEK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, May 28, 1931.

Completed Work as Shown by Final Vouchers

Roadway

Final Cost of Roadway	$15,684.54
Engineering and Contingencies	2,746.97
Total	$18,431.51
Total Cost on which Federal Aid was computed	$16,720.40
Federal Aid paid on Roadway	10,443.66

Bridge

Final Cost	$13,230.82
Engineering and Contingencies	2,406.27
Total	$ 15,647.09
Total Cost on which Federal Aid was computed	14,343.28
Federal Aid paid on Bridge	9,062.71

Length of Project (Excluding Bridge)	2.160 Miles
" " Gnat Creek Bridge, 145 feet	.031 "
" " Project, (Including Bridge)	2.191 "
Cost per mile, roadway	$8,533.63
Federal Aid per per mile, roadway	$4,837.34

NEW WORK - ROADWAY

Portland Cement Concrete Pavement (Sta. 807+27 to Sta. 1004+75.2)

5,300 cu. yds.	Excavation, Single Classif.	$0.45	$ 2,475.00
350 yd. mis.	Truck Haul	0.20	70.00
14,000 sq. yds.	Removal of Old Pavement	0.25	3,500.00
21,300 sq. yds.	Preparation of Subgrade	0.05	1,075.00
21,300 sq. yds.	Portland Cement Concrete Pavement	1.78	38,270.00
3,300 lin. ft.	Expansion Joints	0.12	420.00
7,000 lin. ft.	Contraction Joints	0.05	350.00
2,000 each	Dowels	0.25	500.00
11,000 lbs.	Bar Reinforcement	0.05	550.00
700 cu. yds.	Temporary Surfacing	2.50	1,750.00
	Sub-total		$ 49,960.00
	10% Engr. & Cont.		4,996.00
	Total		$ 53,956.00

Length of Reopened Roadway 1.814 miles
Length of Gnat Creek Bridge .031 "
Total length reopened portion 1.845 "
Cost per mile, new work $20,000.00

Federal Aid paid per mile on roadway $4,837.54

Federal Aid allowable on new work:

$\frac{18,000.00 - 4,837.54}{18,000.00}$ = .740,000 deficiency

.740,000 x $18,000 = $13,321.65 per mile allowable

Total Federal Aid allowable on new work: $13,321.65 x 1.814 = $25,000.61
Total Federal Aid requested on new work: 25,000.61 (46.000+%)

SUMMARY

Item	Total Cost	Federal Aid	Emergency Advance Funds	State Funds	Length
Roadway					
Reop. Portion (New work)	$53,656.00	$25,000.61 (46.000+%)	$25,722.39	$ --	1.814
Reop. Portion (Old work)	15,480.48	8,774.93	--	6,705.55	1.814
	69,136.48	33,865.54	25,722.39	6,705.55	
Non-Reop. Portion	2,952.73	1,675.73	--	1,277.00	.546
Totals (Roadway)	$72,089.21	$35,539.27	$25,722.39	$7,984.55	2.100
1 Bridge (Old Work)	14,647.92	8,063.71	--	6,584.21	.031
Totals (All Work)	$87,936.90	$43,601.98	$25,722.39	$14,568.55	2.131

State funds for maintenance Chapter 41, Laws 1927.

May 8, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of Estimate and five Bid Proposals covering the paving of the Big Noise Creek-Gant Creek Section, Emergency Project No. 155-B.

Five blueprint copies of sheet No. 2-A showing the typical cross-section and construction details of the contemplated paving are being sent under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

S. H. Probert,
Office Engineer.

Dict. by J. H. Nash/HC

Encl.

RTM

IN YOU
REFER

Oregon State Highway Department — Emergency Project No. 158-B (Loop.)

BIG HOLE CREEK-GNAT CREEK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate with paving specifications. Not as basis for Modified Agreement.)

Salem, Oregon, May 8, 1931.

Completed Work as Shown By Final Voucher

Roadway

Final Cost of Roadway	$15,684.84
Engineering and Contingencies	2,736.37
Total	$18,421.21
Total Cost on which Federal Aid was computed	$16,770.40
Federal Aid paid on Roadway	$10,441.02

Bridge

Final Cost	$15,[illegible]
Engineering and Contingencies	2,[illegible]
Total	$18,[illegible]
Total Cost on which Federal Aid was computed	$14,885.25
Federal Aid paid on Bridge	9,262.71

Length of Project (Excluding Bridge)	2.160 Miles
" " Gnat Creek Bridge, 165 feet	.031 "
" " Project, (Including Bridge)	2.191 "
Cost per mile, roadway	$8,525.69
Federal Aid paid per mile, roadway	$4,837.34

[illegible] — ROADWAY

Portland Cement Concrete Pavement (Sta. 907+27 to Sta. 1004+73.2)

4,500	cu. yds.	Excavation, Single Classif	$0.80	$ 1,750.00
880	yd. mi.	Truck Haul	0.20	70.00
14,000	sq. yds.	Removal of Old Pavement	0.30	4,200.00
21,000	sq. yds.	Preparation of Sub-grade	0.05	1,075.00
21,500	sq. yds.	Portland Cement Concrete Pavement	2.00	43,000.00
2,500	lin. ft.	Expansion Joints	0.18	525.00
7,000	" "	Contraction Joints	0.03	210.00
2,000	each	Dowels	0.25	500.00
11,000	pounds	Bar Reinforcement	0.05	550.00
700	cu. yds.	Temporary Surfacing	2.50	1,750.00
		Sub-total		$53,630.00
		10% Engr. & Cont.		5,363.00

PART

	Total	$58,295.00

Length of Reopened Roadway 1.014 miles
Length of Gant Creek Bridge .031 miles
Length of Reopened Portion, Gross 1.045 miles

Cost Per Mile, New Work, $32,620.94

Federal Aid paid per mile on Roadway, $ 4,897.34

Federal Aid allowable on New Work:

$$\frac{\$18,869.00 - \$4,897.34}{\$18,869.00} = .740,989 \text{ Deficiency}$$

Federal Aid per mile allowable on New Work:
.740,989 x $18,869.00 = $13,981.65

Total Fed. Aid allowable on New Work: $13,981.65 x 1.014 = $25,000.61

Federal Aid Requested on New Work: $25,000.61 (42.851+%)

SUMMARY

Item	Total Cost	Federal Aid	Necessary Advance Funds	State Funds	Length
Roadway					
Reop. Portion (New Work)	$58,995.00	$25,000.61 (42.851+%)	$33,902.39	$ - -	1.014
Reop. Portion (Old Work)	15,480.48	8,774.85	- -	6,705.55	1.014
	$74,475.48	$33,885.34	$33,902.39	$6,705.55	
Non-Reop. Portion	2,252.73	1,873.73	- -	1,272.00	.248
Totals (Roadway)	$77,428.21	$35,539.27	$33,902.39	$7,984.55	2.160
1 Bridge (Old Work)	15,647.88	2,082.71	- -	8,564.88	.031
Totals (All Work)	$93,076.09	$44,621.98	$33,902.39	$14,889.55	2.191

PR 1358.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

May 23, 1931

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Federal Aid Project No. 135, section B, the bids for which were opened May 14, 1931.

This is to confirm our verbal concurrence prior to award of the contract to Theo. Arenz, Portland, Oregon, who submitted the low bid of $68,180.00.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J.Caufield
L.J.Caufield
Highway Engineer

RECEIVED
MAY 26 1931

135-B

S DEP

FOR 1358

May 25, 1951

Mr. Theodore Arens,
518 Guaranty Bldg.,
Portland, Ore.

Dear Sir:

We are sending you today by express four copies of contract #1300 which was awarded to you by the State Highway Commission on May 23, 1951, covering the paving of the Rock Creek-Gnat Creek Section on the Columbia River Highway in Clatsop County.

Will you kindly execute all four copies of this contract as to agreement and bonds, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 7 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

H AJ.

F.A.- 135-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

Sept. 2, 1930

U.S. SEP 3 1930 OREGON

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

In checking over the final voucher for Oregon Federal Aid Project 135-B, the following errors are noted:

On the face of the voucher the "work done as per statement within" is shown as $19,511.36, having evidently been copied incorrectly from the inside of the voucher, which shows the correct amount of $19,511.37.

In the itemized engineering sheets, under date of October, 1929, the entry "H. B. Rieder, chainman, 8 days at $120.00 -$30.77" appears. Our computations show this to be $30.97, which changes the total bridge cost, (B+F) in the Recapitulation to $15,647.84.

Since the above corrections do not affect the Federal aid computations we will forward the voucher with recommendation for payment in the amount shown thereon.

Yours very truly,

W. H. Lynch
District Engineer

#1114
404

July 15, 1930

Mr. W. A. King,
c/o American Surety Company of New York,
[illegible] Yeon Bldg.,
Portland, Oregon.

Gentlemen:

In response to your letter of inquiry of July 12th relative to final payment to John Slotte & Company on their contract No. 1114 - Big Noise Creek-Coal Creek Section of the Columbia River Highway, we wish to advise that this payment was made as stated in our letter of May 24th, on June 2nd. The amount of the payment was $3,133.80. The contract was completed on March 31st, 1930.

Very truly yours,

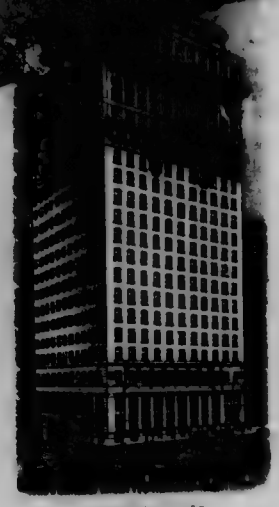
R[illegible] A. ELLIS,
State Highway Engineer,

By

H. B. Gladwyn,
Chief Clerk.

Dict. by J. McFarland.

1114



COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
R. R. BROWN
PRESIDENT
A. F. LAFRENTZ
FIRST VICE PRESIDENT

RESIDENT VICE PRESIDENTS
EDGAR H. W SENSENICH E. C. SAMMONS

ADDRESS ALL COMMUNICATIONS TO
WILLIAM J. LYONS, MANAGER
W. A. KING, ASSISTANT MANAGER

IN REPLYING TO THIS LETTER PLEASE QUOTE
SUBJECT AND INITIALS GIVEN

BRANCH OFFICE FOR THE STATE OF OREGON
500-501-502 YEON BUILDING
TELEPHONE AT 9438

PORTLAND, ORE..

Re: 74515-D JOHN SLOTTE & CO. INC. July 12th, 1930

Mr. Roy A. Klein,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:-

With reference to your favor of May 24th, 1930 in regard to payment to John Slotte & Co. under Contract No. 1114 for the construction of Big Noise Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County.

We will appreciate your informing us the date that final settlement was made by the State to the contractors for the completed work and oblige.

Yours very truly,

W. A. KING
ASST. MGR.

WAK:NC

#1121
Clatsop Co.
PR1353

June 13, 1930

United States Fidelity & Guaranty Company
Walter F. Cline, Agent
Porter Building
Portland, Oregon

Gentlemen:

This letter is to inform you that we have today received information from the Parker Rigger Company of Astoria to the effect that the Clackamas Construction Company are indebted to them for sand and gravel furnished the Clackamas Construction Company in connection with its contract for the construction of a bridge over Gnat Creek and a culvert over Ferris Creek on the Columbia River Highway in Clatsop County, State Highway Contract no. 1121. This information is given you as you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBG:S
cc Clackamas Construction Co.

H. B. Glaisyer
Chief Clerk

June 14, 1930

Parker Digger Company
993 Franklin Ave.
Astoria, Oregon

Gentlemen:

Replying to your letter of the 7th instant, wish to say that the bond furnished by the Clackamas Construction Company in connection with its contract for the construction of a bridge over Gnat Creek and a culvert over Ferris Creek on the Columbia River Highway in Clatsop County, is the United States Fidelity & Guaranty Company, Porter Building, Portland. Walter F. Cline is the agent for this company.

If you do not secure satisfaction for your claim from the contractor, then we will suggest that you take the matter up with the surety and file notice of your claim with the Secretary of State in accordance with Section 2991 of the Oregon laws.

Very truly yours

Roy A. Klein
State Highway Engineer

By

HBC:S

H. B. Glaisyer
Chief Clerk

RR 135-B

AGRICULTURE

POST OFFICE BUILDING
PORTLAND, ORE.

June 6, 1930.

JUN 7 1930
OREGON

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-New Era Section of

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the per mile limita-
of the project will

plans showing the
ation. The final
g receipt of these

rs.

W Lynch

. LYNCH
ct Engineer.

ANSWERED
H. B. G.

JUN 12 1930
OREGON

Victoria Ore.
June 9 - 1930

Oregon State Highway Dept.
Salem. Ore.

Gentleman could you please give me the address of the Bond Co. of Boardman. for the Clackamas Construction Co as we have an unpaid Bill for Sand & Gravel used on the Gnat Creek Bridge Mrs. Walsh agreed to Pay this Bill But has left this Part of the

and estimate

RR 135-B

AGRICULTURE

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1930.

JUN 7 1930
OREGON

r covering Oregon
New Era Section of

umerous line and
ns on which Federal
he per mile limita-
of the project will

plans showing the
tion. The final
g receipt of these

s,

W Lynch

LYNCH
t Engineer.

country he told me he would be at Klamath Falls on a State Job. & agreed to send the check for this Material the first of June - 1930 Please let me know if you can in return.

Yours Truly
Parker Riggins Co
993 Franklin ave
Astoria Ore.

W/ [illegible] and returned

RR 135-B

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 6, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.

JUN 7 1930
OREGON

Dear Sir:-

Reference is made to the final voucher covering Oregon Federal Aid Project 132-Sec. B, the Canemah-New Era Section of the Pacific Highway.

In the construction of this project numerous line and grade changes were made from the original plans on which Federal aid was based. As this project is based on the per mile limitation of Federal aid, decreases in the length of the project will be reflected in the Federal aid allowable.

Would request that the usual number of plans showing the line as constructed be submitted for substitution. The final voucher will be held in this office -- pending receipt of these revised plans.

Very truly yours,

W. H. LYNCH
District Engineer.

Final Plans and Estimate

#1114
48H

FP 135 B

May 24, 1930

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1114 for the construction of the Big Noise Creek-Cant Creek Section of the Columbia River Highway in Clatsop County, consisting of 2.19 miles of grading, has been completed by the contractors, John Slotte & Company, and that final settlement will be made by the State with said contractors for work done under saidcontract on or after June 3, 1930.

The State has been advised of two claims against this contract, being that of Babbidge & Holt and C. H. Stevenson in amount $298.03. You are advised that the State assumes no responsibility for these claims or any others which may be filed against this contract.

This notice is served upon you as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid on this contract and which will include the above final payment will be $17,552.55. Of this amount $1,015.97 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Glaisyer,
Chief Clerk.

Dict. by J. McFarland.

#1121

April 28, 1930

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Porter Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1181 for the construction of bridges over Gnat and Ferris Creeks on the Columbia River Highway in Clatsop County has been completed by the contractors, Clackamas Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 8th, 1930.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $18,556.85 including the final payment. Of this amount $1,303.85 was for force account work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

H. B. Claisyer,
Chief Clerk.

Dict. by J. McFarland.

Form 30—D-12257—4M—4-30.

OREG STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

P.R. 135B

NOTED

Date March 15, 1930

Job name Grading Contract

Week from 3/9 to 3/15

Mail address Oregon City, Ore

Highway Columbia River

Telegraph or telephone address

County Clackamas Job prefix 4 F 1

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor doing cut slopes - cleaning up at point of rock - burning brush

of

Field Engineering and supervision

(See back of this sheet for instructions and detailed information)

Signed F. T. Kearney

Title

#1121

GRADING CONSTRUCTION

Total miles of grading in project 2.19

Miles completed .....

Miles completed except finishing 2.19

Total cubic yards in project 26,000

Cubic yards moved to date 26,000

Miles covered by contractor's forces 2.19

Miles cross-sectioned 2.19

Miles cross-sections completed and checked 150

Miles to be remeasured ..... Completed

Number men in Engineering Party .....

Contractor's average force for week ..... 1 ..... men,

1 Tractor ..... teams, ... — ..... steam shovels

Grading work will be completed about ..... April 1-1930

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

PORTLAND 104 9-16-29 SM

#1121

R. HOWARD BLAND, PRESIDENT

Clatsop Co

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
83 6TH STREET
BROADWAY 2830

PR 135 B

WALTER F. CLINE
ASSISTANT MANAGER

R. B. NASON
ATTORNEY

PORTLAND, OREGON.

February 12th, 1930.

RECEIVED
FEB 13 1930

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen: Re: #39-12-2188-29 - Clackamas Construction Co.

The above bond executed on September 16th, 1929, covers contract for the construction of a bridge over Gnat Creek and Ferris Creek on the Columbia River Highway in Clatsop County, Oregon.

We enclose our form inquiry which we kindly ask you to complete and return to us as soon as possible, showing the present status of this contract.

Thanking you for your early attention to the matter, we remain,

Yours very truly,

C. O. Price

Manager.

CS-

Final Est. 7-1-29 - $14,[illegible]-24
Amt. of Bond - $1,296.30
Fee - 7 - 7-4-15

PR 1351B

Form D-12327—4M—4-29.

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date 2/8, 1930

Job name Grading-Gnat Creek — Week from 2/2 to 2/8

Mail address Oregon City, Ore.

Highway Columbia River — Telegraph or telephone address

County Clatsop. — Job prefix 4PH — Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor resumed operations on the 3rd after being shut down act of weather.

Grading is complete from west end of Job to Sta 185 and all grading east of Gnat creek

(See back of this sheet for instructions and detailed information)

Signed F. H. Young

Title

GRADING CONSTRUCTION

Total miles of grading in project 2.19

Miles completed —

Miles completed except finishing 1.3

Total cubic yards in project 26.000

Cubic yards moved to date 19.400

Miles covered by contractor's forces 2.19

Miles cross-sectioned 2.17

Miles cross-sections completed and checked 0.7

Miles to be remeasured 1.49

Number men in Engineering Party .....

Contractor's average force for week 14 men,

4 trucks teams, 1 steam shovels

Grading work will be completed about 3-1-1920

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... men,

..... teams, ... trucks

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. This job ..... Percentage .....
2. ..... Percentage .....
3. ..... Percentage .....
4. ..... Percentage .....

#1114
4077
PR1355

February 7, 1930

Mr. C. H. Svenson
795 Duane Street
Astoria, Oregon

Dear Sir:

Replying to your inquiry of the 6th instant concerning the contract awarded by the Highway Commission to John Slotte & Company for the regrading of the Big Noise Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County, wish to say that the latest reports available indicate that this job is 70% complete. It is likely that it will be a month or six weeks before this job is finished.

It is not the practice of this department to hold up payments to contractors on account of claims outstanding against their work. The protection offered claimants is in the form of a bond which the contractor furnished the State when he signs the contract agreements. This bond is for the protection of labor and material claims and all just debts, dues and demands incurred against the work. Such a bond was furnished by John Slotte & Company, the surety on the same being the American Surety Company of New York, for whom W. A. King is the local agent, with offices in the Yeon Building, Portland.

Upon the payment of the final amount to the contractor he is required to sign a statement to the effect that all outstanding claims against the work have been paid. This will be required of John Slotte & Company before we will release the warrant to him covering his final payment. If you secure no satisfaction for your claims from John Slotte & Company would suggest that you take the matter up with the bonding company and also file notice of your claim with the Secretary of State in accordance with the provisions of Section 2991 of the Oregon Laws, a mimeographed copy of which we enclose.

Very truly yours

Roy A. Klein
State Highway Engineer

By

H. B. Claiayer
Chief Clerk

HBC:S
Enc.

#1144

[illegible] to the status of
Slatter's contract at
Big Horse Creek?

EAY

Quit [illegible] 15 - #11,162.00
Retained - #1,142.20 - F. Acct #783.16
[illegible] 15th.

Automobile Freight and Repairing Done Neatly

30
192

Also will you inform us if you hold out on their contract until all bills are paid so that we may present our claim in the event they fail to pay directly to us.

We are enclosing a self-addressed envelope for your convenience. We wish this strictly confidential.

ANSWERED
B. G.

Yours truly,

E. H. Lyman

Highway Engineer.

Enc. 1

H. SVENSON

BLACKSMITHING, WAGON MAKING
LOGGERS SUPPLIES and GENERAL REPAIRING

795 DUANE ST. ·:· PHONE 32

Automobile Forgings and Repairing Done Neatly

ASTORIA, OREGON, February 6, 1930

State Highway Department
Salem, Oregon

Gentlemen:

Please let me know if the John Slotte & Company, Incorporated has the Lower Columbia Highway widening job let by the State Highway Department; if so, notify when completed as we hold a bill in the amount of $298.03 against them.

Also will you inform us if you hold out on their contract until all bills are paid so that we may present our claim in the event they fail to pay directly to us.

We are enclosing a self-addressed envelope for your convenience. We wish this strictly confidential.

Yours truly,

E. H. Svenson

Enc. 1

ANSWERED
F. B. G.

Highway Engineer.

F 135 B

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

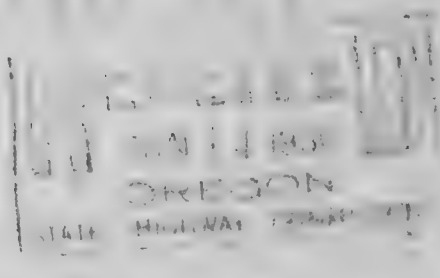
BUREAU OF PUBLIC ROADS

District No. 1.

In reply please refer to File No. Ore.F.A.P. No. 135-B

Post Office Building
Portland, Oregon.
Jan. 13, 1930.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Ore.



Dear Sir:-

We are forwarding herewith for your files an executed copy each of the _____ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

Encl.

AYpv 6278

Form P. R. 2

State Oregon

Project No. 156, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—8818

Form P. R. 9

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of December, 1929

by and between the State Highway Commission of Oregon

[redacted], [redacted]

[redacted]

hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of September, 1927, a project statement, which was approved by the Secretary on the 23rd day of November, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 3rd day of September 1929, and approved by the Secretary on the 21st day of December, 1929; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of nineteen thousand, six hundred twenty-four and 78/100

Section 3 of

dollars ($ 19,624.78) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

*(b) By the count ..... of .....

(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by .....

(State how placed under direct control of Highway Department)

*(c) .....

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road, as described in detail in said surveys, plans, and specifications:

Between survey station 869+00 in the N.E.¼ of Sec. 19, T.6 N., R.6 W., W.M., and survey station 1004+73.2 in the S.E.¼ of Sec. 14, T.6 N., R.7 W., W.M., at the east end of Section A of said project, terminal points, a distance of 2.191 miles, known locally as the Big Noise Creek-Gnat Creek Section of the Columbia River Highway between Astoria and Portland, Clatsop County, being Section B of Oregon Federal Aid Project No. 135, consisting of 2.160 miles of roadway and one bridge of more than 20 ft. clear span 0.031 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

* Strike out if not appropriate.

8—3518

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) It is mutually agreed that all existing structures occurring within the terminal limits of the project shall be subject to inspection and approval by the Secretary of Agriculture or his authorized agents, and that any and all such structures not included in such plans and specifications, which in the judgment of the Secretary or his authorized agents require repairs or reconstruction, will be repaired or reconstructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or said agents. No Federal Aid shall be paid under this agreement for said repairs or reconstruction, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(d) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $16,790.40, Federal Aid $10,448.66; one bridge, approved estimate $14,745.50, Federal Aid $9,176.12.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of nineteen thousand, six hundred twenty-four and 78/100 dollars, certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-one thousand, five hundred thirty-five and 90/100 dollars, the approved total estimated cost of Section B of said project.

S—5818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(a) By the State ..... (Include amount, date, and citation of Chap. 178, Laws of 1917; Chap. 31, Laws of 1920.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to _____

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the _____ of _____
(State or county) (Name)

(Strike out if not appropriate.)

STRICKEN OUT

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to _____

the State Treasurer

_____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the **State** of **Oregon**
(State or county) (Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chap. 41, 1927 General Laws of Oregon.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6518

HBG:EF

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

*(*a*) By the ....., upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .....

(Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)

*(*b*) By the ....., upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .....

(Include reference to statute authorizing funds and probable amount annually available)

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: .....

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 21st day of December, 1929.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By H B Bowlby
Chairman, State Highway Commission
(Title of officer)

By C E Gates
Member, State Highway Commission
(Title of officer)

[SEAL]

By .....
Member, State Highway Commission
(Title of officer)

By .....
(Title of officer)

By .....
(Title of officer)

[SEAL]

R. W. Hurlaf
Acting Secretary of Agriculture.

8—8513

STRICKEN OUT

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to .....

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To—

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a road between survey station 889+00 in the N.E.¼ of Sec. 19, T.8 N., R.6 W., W.M., and survey station 1004+73.2 in the S.E.¼ of Sec. 14, T.8 N., R.7 W., W.M., at the east end of Section A of said project, locally known as the Big Noise Creek-Gnat Creek Section of the Columbia River Highway between Astoria and Portland, and designated in the records of this Department as Section B of Project No. 135, State of Oregon, Clatsop County.

SECOND. That in accordance with said provisions I have approved the sum of $31,525.90 as the total estimated cost of Section B of said project, and the sum of $19,624.78 as the share of the United States, payable under said acts on account of Section B of such project, which does not exceed authorised Federal pro rata share the ~~.....~~ per cent of said total estimated cost.

Done at the city of Washington, this 21st day of December one thousand nine hundred and Twenty-nine, as witness my hand and the seal of the Department of Agriculture.

R. W. Dunlap
Acting *Secretary of Agriculture.*

AWB

8—4000

#1114
404
PP13563

December 21, 1929

Babbidge & Holt, Inc.
Albers Lower Dock #2
Portland, Oregon

Gentlemen:

Replying to your inquiry of the 18th inst. concerning the filing of the claim against John Slotte & Company for powder furnished them in connection with their contract for the construction of the Big Noise Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County, wish to say that while this contract has not been completed yet, it is our understanding that it is nearly done and final payment will no doubt be made in the not far distant future.

According to Section 2991 of the Oregon Laws, anyone having a claim against the highway contractors should file notice of the same with the Secretary of State prior to the expiration of a period of one year from the date of completion of the contract. If notice of claim is filed with the Secretary of State, the bond furnished by the contractor is not released from obligation subsequent to the expiration of this one year.

The bond furnished by John Slotte & Company in connection with this job was written by the American Surety Company of New York, for whom W. A. King is the local agent, with offices in the Yeon Building, Portland, Oregon.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

December 31, 1929

American Surety Co. of N. Y.
Mr. W. A. King, Agent
Yeon Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have received from Babbidge & Holt, of Portland, concerning their claim against John Slotte & Company for yonder in connection with their contract for the construction of the Big Noise Creek-Coat Creek Section of the Columbia River Highway.

This information is given you as you appear as surety on the bond furnished by John Slotte & Company in this instance.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

c.c. John Slotte & Co.

CALLENDER DOCK, ASTORIA, OREGON
PHONE 526

CATHLAMET, WASHINGTON
OIL BARGE, PHONE 21-M
LUMBER YARD AND STORE, PHONE 21-J

BABBIDGE & HOLT, Inc.

STR. EFIN-STR. FLEETWOOD

GENERAL FREIGHTING

LEAVING PORTLAND, TUESDAYS 6:30 A. M.
LEAVING ASTORIA, THURSDAYS 10 A. M.

PORTLAND, OREGON

HAY, FEED, SHINGLES
BRICK, TILE, CEMENT
PLASTER AND COAL
BLACKSMITH COAL

GASOLINE, DISTILLATE
KEROSENE, LUBRICATING OILS, POWDER
CAPS AND FUSE

December 18th, 1929.

State Highway Department,
Salem, Oregon.

Gentlemen:

We have been selling the John Slotte Company powder on the Gnat Creek job near Astoria and we would like to inquire if it is permissible in this Department to notify us when this contract is completed or accepted by the State Highway.

This information is only for our records as we would wish to file a claim in plenty of time for our protection provided our account is not properly taken care of.

We are of the opinion that on a State Highway Bonded Job that there is a certain period of time after the work is accepted by the State Highway Commission to allow the filing of any claims.

Thanking you for this information if possible, We are

Yours very truly,

BABBIDGE & HOLT, INC.,

by L. S. Metcalf V.P.

LSM:M

#1114
amer. Sur Co of NY.
W a kind
yem reply.

completion date 11/30/29
work done — will be seen

ANSWERED
H. B. G.

FORM S-P-1 D-11946 500 3-29

COMMISSIONERS
H. B. VAN DUZER, PORTLAND, CHAIRMAN
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

VR 1351B

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. D. CLARKE, DIVISION ENGINEER

SALEM

December 10, 1929

Mr. Roy A. Klein
O f f i c e

File 4 PJ

Dear Sir:

In explanation of the attached price agreement covering installation of drain tile on the Gnat Creek-Rock Creek Section, the price of 75¢ per foot would seem to be rather excessive for eight-inch drain tile. In this contract, however, we have no price for structural excavation which is usually made to cover drain tile excavation, and the excavation for this drain tile is somewhat more expensive than could justly be expected under the ordinary road bed excavation price.

The price of 75¢, therefore, is increased to cover the additional cost of such excavation, as well as the tile itself.

Very truly yours

W D Clarke

W. D. Clarke
Division Engineer

WDC:EF

PR 1351B

December 3, 1929

Mr. F. H. Drake
Attorney at Law
308 Pacific Bldg.
Portland, Oregon

Dear Sir:

Replying to your inquiry of the 29th ultimo, wish to say that John Slotte and Company have not as yet completed their contract #1114 for the construction of the Big Noise Creek-Coat Creek Section of the Lower Columbia River Highway.

The latest information available in this office indicates that this work was approximately 39% complete on November 15, 1929. The time limit set for the completion of this work is February 1, 1930.

Very truly yours

ROY A. KLEIN
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

HBG:EF

1114
Astoria Co

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 308 PACIFIC BUILDING
PORTLAND, OREGON

November
Twenty-Ninth
1929

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise whether or not state highway contract No. 1114 has been completed by The John Slotte Company, and accepted? This contract covers a portion of the Columbia Highway in Clatsop County known as the Big Noise-Gnat Creek section.

Yours truly,

FHD:D

Original Tr. Dft. 15-$1,260.50
Retained - $63.50
Warrant [illegible] - 15
Warrant 15 - Dec-1, 1931

ANSWERED
H. B. G.

Form 39—D-13237—4M—4-39.

OREGON STATE HIGHWAY DEPARTMENT

PR 135B

FIELD ENGINEER'S WEEKLY REPORT

NOTED

State Highway Engineer

Date 10/17, 193[illegible]

Job name [illegible]

Week from 10/13 to 10/19

Mail address Oregon City, Ore

Highway Columbia River

Telegraph or telephone address

County Clackamas Job prefix [illegible]

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractor has completed 3/4 of Clearing.

Sec 2 - Trail cut to Rock Pit. Cat maintenance

block wall of Rock Pit. Trail cut to

East end of Project.

Division crewing in West end of Cut Sta.

2.9 crew leaving into pit W.F.

Water pipe delivered to

Pump at Camp Creek

(See back of this sheet for instructions and detailed information)

Signed [signature]

Title

GRADING CONSTRUCTION

Total miles of grading in project 2.19

Miles completed —

Miles completed except finishing —

Total cubic yards in project 1-000

Cubic yards moved to date 1-00

Miles covered by contractor's forces .....

Miles cross-sectioned 0.25

Miles cross-sections completed and checked —

Miles to be remeasured —

Number men in Engineering Party 3

Contractor's average force for week ..... *men,*

4 Trucks *teams,* 1 *steam shovels*

Grading work will be completed about Nov 30-1931

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project —

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR.135B

October 17, 1929

Standard Oil Company of California
Post Office Drawer 1197
Portland, Oregon

Attention: F. M. Ewing

Gentlemen:

Replying to your inquiry of the 16th instant concerning the contract that was recently awarded by the State Highway Commission to John Slotte & Company wish to say that this covers the regrading of the Big Noise Creek-Gnat Creek Section of the Lower Columbia River Highway and is designated as State Highway contract no. 1114.

This work consists of 2.19 miles of regrading, the contract price being $15,264.00. This sum is also the amount of the bond, which bond is written by the American Surety Company of New York for whom W. A. King is local agent, with offices in the Yeon Building, Portland. The specified date of completion of the work is November 30, 1929.

Very truly yours,

Roy A. Klein
State Highway Engineer

By

H. B. Glaisyer
Chief Clerk

8

#1114

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG.
306 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
S. E. NORD
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

Oct. 16, 1929

John Slotti & Co.
Astoria, Ore.

RECEIVED
Oct 17 1929
OREGON
STATE HIGHWAY COMM.

Oregon State Highway Comm.,
Salem, Oregon.

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

These contractors we understand have been awarded the contract for grading the Gnat Creek Section of the Columbia River Highway near Astoria, known as Job No. 61. We are furnishing Petroleum products to be used in connection with this contract and would appreciate it if you would give us the following information in order that we may complete our records:

Description and location of the work
Contract number
Amount of the contract
Name and address of the bondsmen furnishing the materialmen bond
Amount of the bond
Time limit to the contractor or estimate of when job will be completed

We wish to thank you for furnishing this information and for your convenience in replying we are enclosing a stamped and addressed envelope.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA

W. L. MUNCY
District Sales Manager

By W. L. Muncy

Bylevie - Sent 2-19 with reports 100% Bond 15.264 owner sur Co 7.24 waiving year mtg. Nov. 30, 29

CDE:LP
Attach.

ANSWERED
H. B. G.

PR 135B

Form 30—D-12327—4M—4-30.

OREGON STATE HIGHWAY DEPARTMENT

NOTED
State Highway Engineer

FIELD ENGINEER'S WEEKLY REPORT

Date Oct 12, 1937

Job name Cent Cumbing Hwy
Crane Columbia

Week from Oct 6 to Oct 12

Mail address Crane Lake

Highway

Telegraph or telephone address

County Harney Job prefix 41 F.

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contr Hand here and started at Sta 1+ 1 Crane Lake & Test made at 1+ to 7+10. 14 Stakes in ahead of machine & Crane Lake & Test made Tuesday this week Crane Engineer moved to 9+7-95 Tentatively. Contr moved to Crane Lake - Sunday night weather rainy and Cold on Monday Tuesday Wednesday & Friday.

Excepting Sunday moved to 6th Fur Clark and Fur Camp 4th Camp to Crane Lake Oct 12th.

(See back of this sheet for instructions and detailed information)

Signed E. Johnson

Title Rodman

GRADING CONSTRUCTION

Total miles of grading in project 2.1
Miles completed —
Miles completed except finishing —
Total cubic yards in project 26000
Cubic yards moved to date —
Miles covered by contractor's forces clearing only
Miles cross-sectioned —
Miles cross-sections completed and checked —
Miles to be remeasured —
Number men in Engineering Party 4
Contractor's average force for week approx 15 *men,*
— *teams,* — *steam shovels*
Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....
Miles completed .....
Miles partially done .....
Total cubic yards in project .....
Cubic yards produced to date .....
Average daily yardage produced this week .....
Average daily yardage necessary to complete on time .....
Contractor's average force for week ..... *men,*
..... *teams,* ..... *trucks*
Project will be completed about .....
Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....
Miles of preliminary staked .....
Miles of location staked .....
Per cent of field work complete .....
Per cent of office work complete .....
Number of days worked on this project .....
Number of men in party .....
Salary expense this week .....
All other expense this week .....
Previous total expenditure this survey .....
Total expenditure including this week .....
Survey will be completed about .....
Completed survey will cost about .....
Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....
Miles paving completed .....
Total square yards in project .....
Square yards completed to date .....
Average daily square yards this week .....
Miles shoulders completed both sides .....
Contractor's average force for week ..... *men,*
..... *teams,* ..... *trucks*
Job will be completed about .....
Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 4PJ *Percentage* 34
2. 21PG *Percentage* 100
3. ..... *Percentage* .....
4. ..... *Percentage* .....

PR135B

October 14, 1929.

Mr. Frederick H. Drake,
Attorney-at-Law,
306 Pacific Bldg.,
Portland, Ore.

Dear Sir:

Replying to your inquiry of the 11th inst., concerning the contract alloted the John Slotte Company, near Cnat Creek, wish to say this is state highway contract #1114, for the regrading of the Big Noise-Cnat Creek Section of the Columbia Highway in Clatsop County, consisting of 2.19 miles.

The specified date of completion is November 30, 1929.

The bond furnished is in the sum of $15,264.00, and was written by the American Surety Company at New York, W. A. King, agent, Yeon Building, Portland, Ore.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer.

By

H. B. GLAISYER,
Chief Clerk.

HBG:ECH.

BEACON 2108
BEACON 2109

#1114

FREDERICK H. DRAKE
ATTORNEY AT LAW
SUITE 308 PACIFIC BUILDING
PORTLAND, OREGON

OCTOBER
11th 1929

RECEIVED
OCT 1 1929

State Highway Commission
Salem, Oregon

Gentlemen:

I understand that the John Slotte Company has a contract with you for road work near Knat Creek on the Portland-Astoria road.

A client of mine has furnished material to said contractors upon this work and I wish you would kindly give me the number and description of the contract and the date of probable completion so that in the event our account is not paid that we will be in a position to protect ourselves. Thanking you in advance for the above information, I am

Very truly yours,

FHD:CD

ANSWERED
H. B. G.

135-B

September 20, 1923.

Mr. H. E. Lynch,
District Engineer
Bureau of Public Roads,
Box 2900
Portland, Oregon

Dear Sir:

We are enclosing herewith ... copies of estimate as basis for project agreement covering the Big Boise Creek-Smet Creek Section, Project 135-B. This estimate has been corrected in accordance with your letter of September 21.

Very truly yours,

HOT A. KLEIN
State Highway Engineer

By

E. M. Probert
Office Engineer

Dict by J. M. Nash/AP
Encl.

Oregon State Highway Department — Project No. 125-B

NEHALEM CREEK-GNAT CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

IN CLATSOP COUNTY

(Estimate as has is for project agreement. Based on Contract Prices.)

Salem, Oregon, September 20, 1929.

ROADWAY:

All Required	Clearing and Grubbing			$ 2,500.00
28,000 Cu. yds	Excavation, Single Classif.	.40		10,400.00
24,000 yd. Sta.	Overhaul	.02		480.00
1,500 yd. mi.	Truck Haul	.20		300.00
100 lin. ft.	12" Concrete Pipe	1.00		100.00
110 lin. ft.	18" Concrete Pipe	1.60		176.00
120 lin. ft.	24" Concrete Pipe	3.00		360.00
24 cu. yds.	Class "C" Concrete	25.00		624.00
		Sub-total		$ 15,264.00
		10% Engr. & Cont.		1,526.40
		Total		$ 16,790.40

Gnat Creek Bridge

230 cu. yds	Excavation		$ 2.50	$ 550.00
20 cu.yds	Excavation below plans		5.00	100.00
235 cu. yds	Cl. "A" Concrete		19.00	4,465.00
135 cu.yds	Cl. "B" Concrete		19.00	2,565.00
8,2 00 lbs	Metal Reinforcement		.0475	3,895.00
340 lin.ft.	Concrete Handrail		4.50	1,530.00
All Required	Remove Old Railway Trestle			200.00
		Sub-total		$13,405.00
		10% Engr. & Cont.		1,340.00
		Total		$14,745.00

Length of Project (excluding bridge) 2,190 miles
Length of Gnat Creek Bridge, 166 ft. .031 "
Length of Project (including bridge) 2,121 "

Cost per mile, excluding bridge $7,773.33

SUMMARY

Item	State Funds	Govt. Funds	Total
Roadway	$ 6,341.74	$ 10,448.66 (62.23%)	$ 16,790.40
Gnat Cr. Bridge	5,569.38	9,176.12 (62.23%)	14,745.50
	$ 11,912.12	$ 19,624.78	$ 31,535.90

State funds for maint. - Res. Aug. 7, 1917; Chap. 237, laws 1917.
State funds for constr. - Chap. 378. Laws 1917; Chap. 81, Laws 1929

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.———

POST OFFICE BUILDING
PORTLAND, OREG.

September 27th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:

In checking the estimate based on contract prices for Project No. 135-B we find that you have made what is apparently a typographical error in showing the subtotal for the roadway as $15,624.00, whereas the correct addition should be $15,264.00. As this affects many of the following figures we are returning all of the copies for correction.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. M. Davis
Highway Engineer.

September 27th, 1929.

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon.

Dear Sir:

In checking the estimate based on contract prices for Project No. 135-B we find that you have made what is apparently a typographical error in showing the subtotal for the roadway as $15,624.00, whereas the correct addition should be $15,264.00. As this affects many of the following figures we are returning all of the copies for correction.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer.

404

PR 135 B

September 19, 1920

John Slotte and Company,
593 Bond St.,
Astoria, Ore.

Dear Sirs

We hand you herewith for your record and files an executed copy of the contract which was recently awarded to you by the State Highway Commission for the regrading of the Big Noise Creek-Gnat Creek Section of the Columbia River Highway in Clatsop County.

Yours very truly,

ROY A. KLEIN
State Highway Engineer.

By

H. B. Gleiayer,
Chief Clerk.

HBG-HCH.

Form 39—D-12237—4M—4-29.

OR[illegible] STATE HIGHWAY DEPARTMENT

PR 135 B
NUTEL

FIELD ENGINEER'S WEEKLY REPORT

Date Sept 16, 1929.

Job name [illegible] Week from Sept 8th to Sept 14

[illegible] Mail address Ocean Lake

Highway [illegible] Telegraph or telephone address [illegible]

County [illegible] Job prefix 4 PT Express and freight address [illegible]

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party [illegible] to 889-930

[illegible]

RECEIVED
SEP 18 1929
OREGON

(See back of this sheet for instructions and detailed information)

Signed [illegible]

Title R. E.

State funds for county. - Chap. 175, Laws 1917; Chap. 51, Laws 1920.
State funds for salaries. - Res. Aug. 7, 1917; Chap. 257, Laws 1917.

GRADING CONSTRUCTION

Total miles of grading in project .....

Miles completed .....

Miles completed except finishing .....

Total cubic yards in project .....

Cubic yards moved to date .....

Miles covered by contractor's forces .....

Miles cross-sectioned .....

Miles cross-sections completed and checked .....

Miles to be remeasured .....

Number men in Engineering Party .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *steam shovels*

Grading work will be completed about .....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project .....

Miles completed .....

Miles partially done .....

Total cubic yards in project .....

Cubic yards produced to date .....

Average daily yardage produced this week .....

Average daily yardage necessary to complete on time .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Project will be completed about .....

Number of men in Engineering Party .....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating, Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed .....

Miles of preliminary staked .....

Miles of location staked .....

Per cent of field work complete .....

Per cent of office work complete .....

Number of days worked on this project .....

Number of men in party .....

Salary expense this week .....

All other expense this week .....

Previous total expenditure this survey .....

Total expenditure including this week .....

Survey will be completed about .....

Completed survey will cost about .....

Per mile cost of survey will be about .....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project .....

Miles paving completed .....

Total square yards in project .....

Square yards completed to date .....

Average daily square yards this week .....

Miles shoulders completed both sides .....

Contractor's average force for week ..... *men,*

..... *teams,* ..... *trucks*

Job will be completed about .....

Number of men in Engineering Party .....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ..... *Percentage* .....
2. ..... *Percentage* .....
3. ..... *Percentage* .....
4. ..... *Percentage* .....

State funds for constr. - Chap. 171, Laws 1917; Chap. 51, Laws 1920.
State funds for maint. - Res. Aug. 7, 1917; Chap. 257, Laws 1917.

Oregon State Highway Department — Project No. 115-B

RIO NOIRE CREEK-SNAG CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on Contract Prices.)

Salem, Oregon, September 16, 1929.

Roadway:

All Required	Clearing and Grubbing			$ 2,800.00
26,000 cu.yds	Excavation, Single Classif.		.40	10,400.00
24,000 yd.sta.	Overhaul		.02	480.00
1,500 ydsmk.	Truck Haul		.20	300.00
100 lin.ft	12" Concrete Pipe		1.50	150.00
110 lin.ft	18" Concrete Pipe		2.00	220.00
130 lin.ft	24" Concrete Pipe		3.00	390.00
24 cu.yds	Class "C" Concrete		25.00	624.00
	Sub-total			$15,624.00
	10% Engr. & Cont.			1,562.40
	Total			$17,186.40

Snag Creek Bridge

220 cu.yds	Excavation	$ 2.50	$ 550.00
20 cu.yds	Excavation below plans	5.00	100.00
235 cu.yds	Cl. "A" Concrete	19.00	4,465.00
135 cu.yds	Cl. "B" Concrete	19.00	2,565.00
8,200 lbs	Metal reinforcement	.0475	389.50
340 lin.ft	Concrete Handrail	4.50	1,530.00
All Required	Remove Old Railway Trestle		200.00
	Sub-total		$13,405.50
	10% Engr. & Cont.		1,340.50
	Total		14,746.00

Length of Project (excluding bridge) 2.160 miles
Length of Snag Creek Bridge, 165 Ft. .031 "
Length of Project (including bridge) 2.191 "

Cost per mile, excluding bridge $7,956.66

S U M M A R Y

Item	State Funds	Govt. Funds		Total
Roadway	$ 6,491.31	$10,695.09	(62.23%)	$ 17,186.40
Snag Cr. Bridge	5,569.38	9,176.12	(62.23%)	14,745.50
	$12,060.69	$19,871.21		$ 31,931.90

State funds for constr. - Chap. 175, Laws 1917; Chap. 31, Laws 1920.
State funds for maint. - Res. Aug. 7, 1917; Chap. 237, Laws 1917.

September 16, 1929.

Mr. N. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 2800
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement on the Big Bottom Creek-Skunk Creek Section of the Columbia River Highway, Oregon Project No. 135-B.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

Encls.

PR135B

August 27, 1929

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 23rd in regard to the Big Noise Creek-Gnat Creek Section of the Columbia River Highway, Federal Aid Project No. 135-B.

Special Provisions applying to the construction of the bridge over Gnat Creek will be sent to you today by our Bridge Department. Five blue print copies of Sheet No. 4 of the Federal Aid plans as revised to show the correct Station numbers for the ends of the Gnat Creek bridge are being sent under separate cover, as are also five blue print copies of the title sheet for the bridge plans.

The double 7 x 8 box culvert at Ferris Creek which is being contracted along with the Gnat Creek bridge is not a part of the Big Noise-Gnat Creek project. It is, however, a part of a grade widening project which we propose to contract in the near future and in connection with which we will desire federal aid. We should like to have your approval of the plans for the Ferris Creek culvert so that the contract for the construction can be awarded on August 29th and so that the culvert quantities can be included in the estimate for the proposed grade widening work when the plans for that work are completed.

Very truly yours,

ROY A. KLEIN
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:AF

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._____

POST OFFICE BUILDING
PORTLAND, OREG.

August 23, 1929

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letters of July 31st and August 20th transmitting documents for Oregon Federal Aid Project Number 135-B, Big Noise Creek--Gnat Creek, section of lower Columbia River Highway. The special provisions mentioned in the July 31st letter have not been received. These should be transmitted for all bridge, as well as road projects in advance of the letting.

Plans for the Gnat Creek Bridge show a four span structure (928+02 to 930+05). The grading plans show three spans (928+76 to 930+06). This discrepancy should be reconciled by appropriate revised plans, either roadway or bridge.

As the estimate does not apparently include the quantities for the double 7'x8' ~~possible~~ box culvert over Ferris Creek, we are assuming that Federal Aid is not anticipated for this structure. We are accordingly not making any check of the possible culvert plans.

Very truly yours

W. H. Lynch
District Engineer

By: L. J. Caufield
Highway Engineer

August 23, 1929

Mr. R. A. Klein
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 2[illegible] 1929
OREG
STATE HIGHWAY COMMISSION

Dear Sir:

Receipt is acknowledged of your letters of July 31st and August 20th transmitting documents for Oregon Federal Aid Project Number 135-B, Big Noise Creek--Gnat Creek, section of lower Columbia River Highway. The special provisions mentioned in the July 31st letter have not been received. These should be transmitted for all bridge, as well as road projects in advance of the letting.

Plans for the Gnat Creek Bridge show a four span structure (928+40$\frac{5}{2}$ to 930+05$\frac{5}{2}$). The grading plans show three spans (928+76$\frac{2}{2}$ to 930+06$\frac{2}{2}$). This discrepancy should be reconciled by appropriate revised plans, either roadway or bridge.

As the estimate does not apparently include the quantities for the double 7'x8' ~~possible~~ box culvert over Ferris Creek, we are assuming that Federal Aid is not anticipated for this structure. We are accordingly not making any check of the possible culvert plans.

Very truly yours

W. H. Lynch
District Engineer

By: L. J. Caufield
Highway Engineer

August 20, 1928

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

Inclosed herewith you will find six copies of estimate accompanying plans and five sets of special provisions covering the Big Noise Creek-Gnat Creek Section, Project No. 135-B.

Very truly yours.

ROY A. KLEIN
State Highway Engineer

By.

S. H. Probert
Office Engineer

Incl.
Dict. by J. W. Nash/AF

Oregon State Highway Department — Project No. 135-B

BIG NOISE CREEK-GNAT CREEK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for Project Agreement.)

Salem, Oregon, August 19, 1929

Roadway

All Required	Clearing and Grubbing	$	$ 5,000.00
26,000 cu. yds.	Excavation, Single Classif.	.50	13,000.00
34,000 yd. sta.	Overhaul	.03	1,020.00
1,500 yd. mi.	Truck Haul	.18	270.00
100 lin. ft.	12" Concrete Pipe	1.50	150.00
110 lin. ft.	18" Concrete Pipe	2.50	275.00
150 lin. ft.	24" Concrete Pipe	4.50	675.00
24 cu. yds.	Class "C" Concrete	30.00	720.00
	Sub-total		$21,020.00
	10% Engr. & Cont.		2,102.00
	Total		$23,122.00

Gnat Creek Bridge

220 cu. yds.	Excavation	$ 2.00	$ 440.00
20 cu. yds.	Excavation below plans	5.00	100.00
235 cu. yds.	Class "A" Concrete	21.00	4,935.00
135 cu. yds.	Class "D" Concrete	22.00	2,970.00
82,000 lbs.	Metal Reinforcement	.05	4,100.00
340 lin. ft.	Concrete Handrail	5.00	1,700.00
All Required	Remove old railway trestle		200.00
	Sub-total		$14,445.00
	10% Engr. & Cont.		1,444.50
	Total		$15,889.50

Length of Project, (excluding bridge)	2.160 miles
Length of Gnat Creek Bridge, 165 ft.	.031 miles
Length of Project, (including bridge)	2.191 miles
Cost per mile, excluding bridge	$10,704.62
Cost per mile, including bridge	$17,805.34

SUMMARY

Item	State Funds	Govt. Funds	Total
Roadway	$ 8,735.18	$14,386.82	$23,122.00
Gnat Creek Bridge	6,001.47	9,888.03	15,889.50
	$14,734.65	$24,276.85	$39,011.50

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By contract number

Index:

INDEXING: Begins with: Contract # 1065 Ends with: Contract # 1114, 1121, 1300,

FLASH CARDS: Begins every contract

Remarks:

Reel No. 8 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD 5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 7 day of March, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott D. Rhoden